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TRACKLAYER

30 H.P. 40 H.P.
75 H.P. 90 H.P.

SAN FRANCISCO OFFICE
516 MERCHANTS NATIONAL BANK BLDG.
NEW MONTGOMERY AND MARKET STREETS

C. L. BEST GAS TRACTION CO.

SAN LEANDRO, CALIF.

"BEST"

TRACKLAYER

"TURNS OVER THE EARTH"

PLOW TABLE

Basis of 10 hour day, pulling 10 inch plows, turning 6 inch furrows
at a speed of 2½ miles per hour

SOIL	NINETY H.P.		SEVENTY-FIVE H.P.		FORTY H.P.		THIRTY H.P.	
	No. Plows	No. Acres	No. Plows	No. Acres	No. Plows	No. Acres	No. Plows	No. Acres
Light . .	20	45	16	35	10	22	8	18
Medium .	16	35	12	27	8	18	6	12
Heavy . .	12	27	10	22	6	12	4	9

These are conservative figures. The Tracklayer will pull much larger loads
but we advocate underloading

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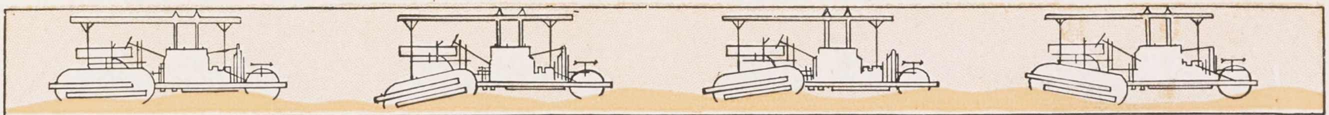


THE WORD OF "TRACKLAYER" OWNERS IS OUR STRONGEST RECOMMENDATION

Two Pages of this Catalog are Devoted to a Partial List—Look Them Over

Ables & Smith, A. W., Santa Maria, Cal.
Adams Bros, Woodland, Cal.
Alameda Sugar Co., Meridian, Cal.
Allen Bros., Gustine, Cal.
American Beet Sugar Co., Chino, San Bernardino Co., Cal.
American Beet Sugar Co., Spadra, Cal.
American Dredging Co., 21 California St., San Francisco.
Anderson, Madison, Platora, Nev.
Anderson, W. P., Russian Government, Vladivostok, Siberia.
Armstrong, F. E., Madison, Cal.
Ash, Louis, Berlin, Cal.
Avery, J. E., San Miguel, Cal.

Bailey Bros., Lompoc, Cal.
Bailey Bros., Santa Maria, Cal.
Bailey, F. B., Cupertino, Cal.
Baleme & Sons, Merced, Cal.
Bambauer, C. D., Volta, Cal.
Bancroft, Phillip, 833 Market St., San Francisco
Bemmerly, A. M., Yolo, Cal.
Bennett, F. H., Penoyer, via Reed, Cal.
Bennett, J. W., Chico, Cal.
Bigger, J. M., Holt, Cal.
Bird, B. F., Huron, Cal.
Bliss, G. H., Corcoran, Cal.
Bonnickson, A. & R. E. Lemoin, Brentwood, Cal.
Bonnickson, Andrew, Byron, Cal.
Borchard, F. A., Oxnard, Cal.
Boyce, E. J. & H. R. Postle, Rivera, Cal.
Boyd, Geo., Fresno, Cal.
Boyd, J. C. & M. D., Sacramento, Cal.
Boyd, J. C., Marcuse, Cal.
Brandt, C. A. & Peter Kromann, Stockton, Cal.
Bray, Grandin, Agnew, Cal.
Briggs, C. M., care Gridley Garage, Gridley, Cal.
Brooks, F. E., Walnut Creek, Cal.
Brown, E. V., Sacramento, Cal.
Brown Co., Maxwell, Salinas, Cal.
Brown, S. R., Fresno, Cal.
Brownell, E. E., Suisun, Cal.
Bryant, C. D., Montague, Cal.
Burt & Sons, W. P., Tehama, Cal.
Butler & Payne, Colusa, Cal.
Byrns, Elmer E., Woodland, Cal.

California Fruit Canners' Association, Ignacio, Cal.
California Fruit Packers' Association, Farmersville, Cal.
California Packing Corporation, San Francisco, Cal.
California Rice Farming Co., Oakland, Cal.
Carpenter, L. N., Lovelock, Nev.
Cavanaugh, F. W., Simmler, Cal.
Churchill Co., Eureka, Cal.
Corbier & Wilson, Corning, Cal.
Cornell, W. F., Los Angeles, Cal.
County Comm. Duval Co., Jacksonville, Fla.
Cousins Howland Auto Co., Hanford, Cal.
Curtis, C. H., Esparto, Cal.

Dalton, Edward F., Sacramento, Cal.
Davies & Co., Theo. H., Honolulu, T. H.
Davies & Co., Theo. H., San Francisco.
Dozier & Pressley, Windsor, Cal.
Dullam, J. E., Hollywood, R. F. D., Cal.
Dunderbeck & Co., O. Soerabaja, Java.

Echeguren & Co., Francisco, Mazatlan, Mexico.
Eulefield, F. M., Livingston, Cal.

Fiddyment Bros., Roseville, Cal.
Forsythe, H. M., Lancaster, Cal.
Fratis, Jos., Clarksburg, Cal.

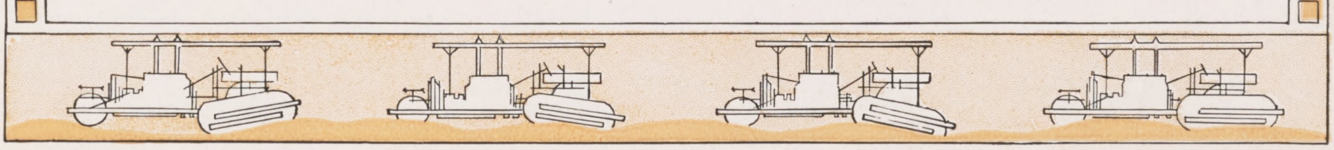
Gage Bros., Chico, Cal.
Gamble, L. J., Middleton, Cal.
Garner, W. B., Madera, Cal.
Garrison, Henry, Modesto, Cal.
Gepford, J. C., Huron, Cal.
Golden State & Mines Iron Works, San Francisco.
Goodwin, J. F., Santa Maria, Cal.
Gould, Frank H. & E. E. Butts, San Francisco.
Griffin, Wylie W., Fresno, Cal.

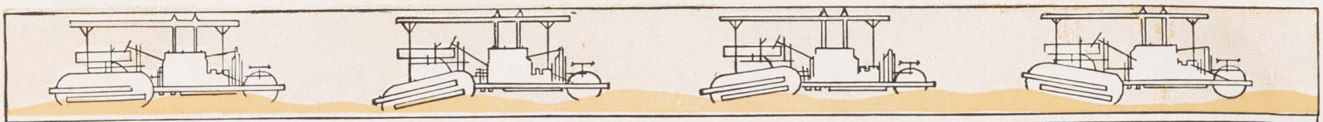
Hamel, G. F. & H. J., Davis, Cal.
Hanson, H. C., Hanford, Cal.
Harland Co., Woodland, Cal.
Haroldsen, W. H., Delano, Cal.
Harp, H. O., Modesto, Cal.
Havana Fruit Co., Havana, Cuba.
Hildebrand & Clute, Hanford, Cal.
Hind Co., Atwater, Cal.
Hind, John, San Francisco.
Hind Orchard Co., San Jose, Cal.
Howard, W., R. F. D. 4, Chico, Cal.
Hunter, Gus, Agnew, Cal.

Imperial Water Co., Holtville, Cal.

Jacobs, J. R., Woodland, Cal.
Johnson, A. W., Dixon, Cal.
Johnson, J. R., Ontario, Cal.
Jones, A. G., Modesto, Cal.
Jones Bros., Madison, Cal.
Jones Bros., Nelson, Cal.
Jordan, Thomas, Le Grande, Cal.
Joy Sons, Dixon, Cal.

Write to any of them—they speak from experience

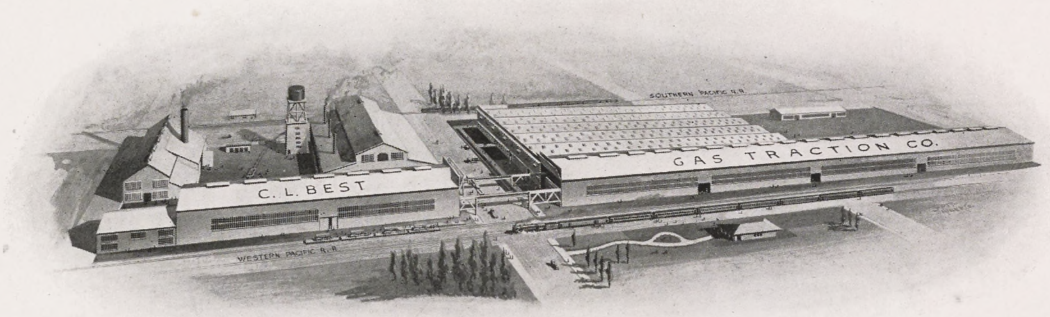




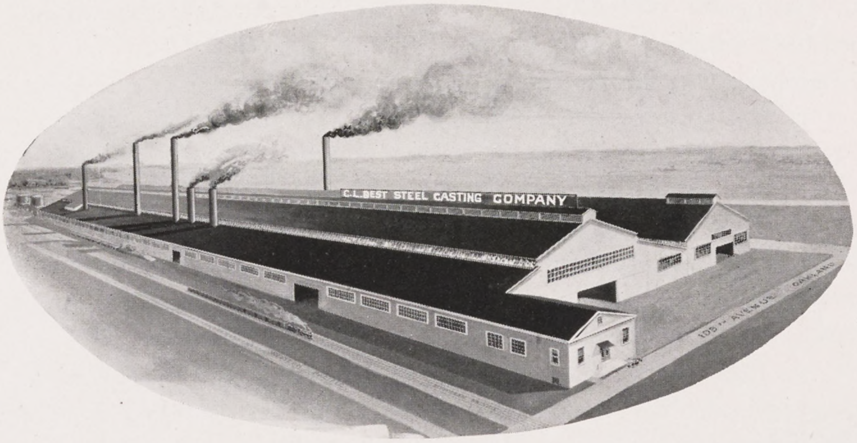
"BEST" SERVICE

Our service department is built on thirty years' experience in the manufacture and sale of farm machinery. Just as the name implies, this department serves—and serves Tracklayer owners well. Through it free advice and co-operation of experts assure owners of "Best" Tracklayers maximum duty from their machines. "Best" owners feel free to avail themselves of this service.

The service department is a fixed institution and one of the strong factors in the "Best" business building organization.


SOUTHERN PACIFIC R.R.
C. L. BEST
GAS TRACTION CO.
WESTERN PACIFIC R.R.

Main Office and Factory:
SAN LEANDRO, CALIFORNIA
U. S. A.


C.L. BEST STEEL CASTING COMPANY
105TH AVENUE
OAKLAND

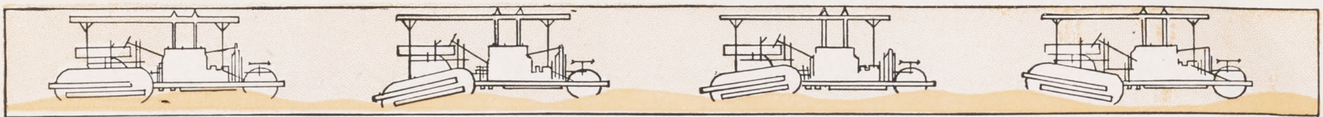
THE "BEST" STEEL PLANT
The source of all cast steel parts that enter into the construction of the Tracklayer

Branch House:
256 South Los Angeles St.
LOS ANGELES, CALIFORNIA

Code:
"LEO BEST"
Western Union

City Office:
Sheldon Building
SAN FRANCISCO, CALIFORNIA

SAN FRANCISCO OFFICE
516 MERCHANTS NATIONAL BANK BLDG.
NEW MONTGOMERY AND MARKET STREETS



"BEST"

TRACKLAYER

"TURNS OVER THE EARTH"

Built in Five Models to Fit the Acres

ABOUT OUR PATENTS

The first tracklaying engine patented and used for commercial purposes was invented by Alvin O. Lombard of Waterville, Maine. Mr. Lombard was at that time and at present is an inventor of world-wide reputation, as well as a successful business man. He invented the Lombard Water Wheel Governor, which governs the water power of the world.

Since placing his invention of the tracklaying tractor on the market, he has sold more than a million dollars worth of these machines.

Mr. Lombard was the first man in al the world to produce an operative commercial traction engine of the self-laying track type. He was the first to introduce a tracklaying tractor embodying the spring mounted features of both resiliency and flexibility.

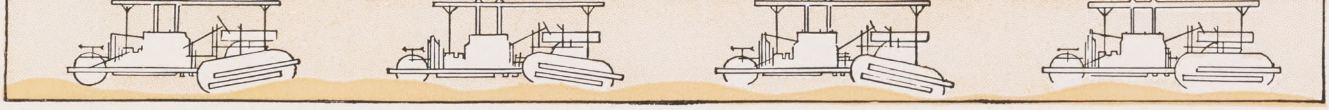
The C. L. Best Gas Traction Co. has acquired two original Lombard patents, not only covering these two features but the tracklaying tractor as a whole. There is no tracklaying tractor on the market today which does not utilize in some form the essentials of the Lombard machine.

Mr. C. L. Best, president of this company, invented the "Oscillating Track" herein described, also the "Rocker Joint" connection between the links of the track.

These patents are numbered and dated respectively as follows:

Inventor.	Date Applied For.	Date Issued.
C. L. Best	March 6, 1913	November 2, 1915
Harvey Beckwith	August 24, 1903	March 15, 1904
C. L. Best		January 12, 1914
A. O. Lombard		May 21, 1901
A. O. Lombard		May 21, 1907

These patents cover the entire principle of the tracklaying type of tractor construction.



TRACKLAYER

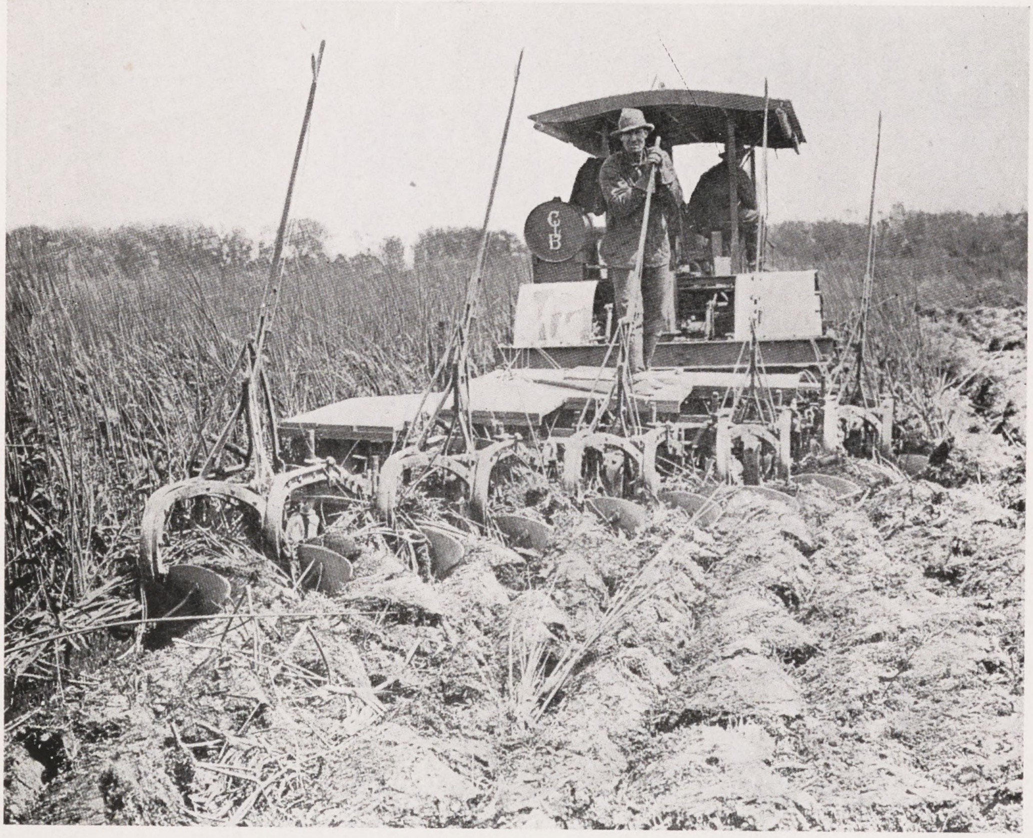
"TURNS OVER THE EARTH

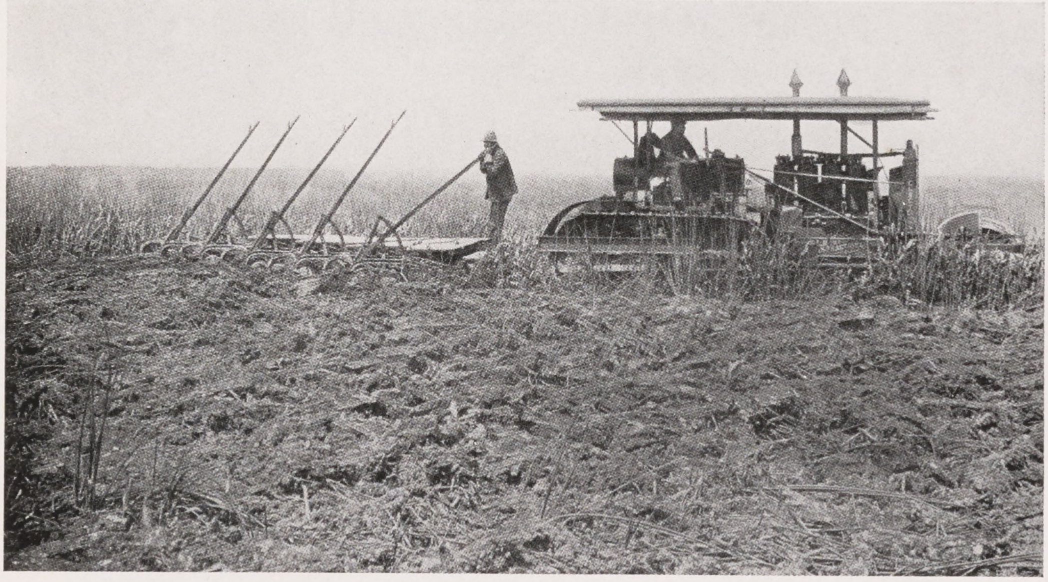
THE TRACKLAYER

ILLUSTRATED CATALOGUE DESCRIBING THE "BEST" TRACTOR FOR PLOWING, HAULING, ROAD BUILDING, RAILROAD CONSTRUCTION, LOGGING AND THE CLEARING OF LAND—THE DISTINCTIVE FEATURE OF WHICH IS ITS ABILITY TO GIVE THOROUGH TRACTION ON THE MOST UNFAVORABLE SOIL SURFACES

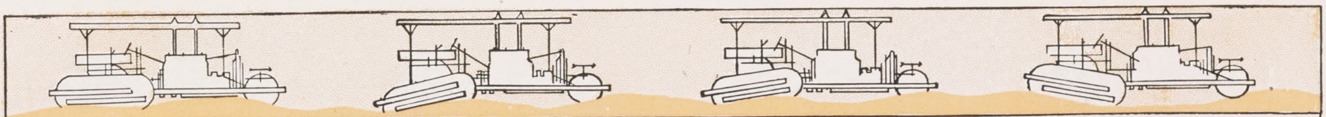
C. L. BEST GAS TRACTION
COMPANY
SAN LEANDRO · CALIFORNIA
U. S. A.

C. L. Best, Pres.





Two views of Model "75" operating on reed and tule land where it is impossible for either horses or round wheel tractors to work. This outfit is owned and is in operation on the ranch of E. E. Brownell, Suisun, California.



HORSE SENSE

THE American farmer is face to face with a stern necessity. The farm must be put on a business basis. The hit-and-miss methods of inefficiency must go. The farmer must plow deeper as years go by. He has to get more from his acres, as the acres go up in price.

Foremost among all the conditions that are forcing the farmers into the use of labor-saving machinery, is the shortage of farm labor. The cost of farm labor has never been so high, nor has there ever been so few available hands, and those who are obtainable, as a rule, are not first-class men.

The manufacturer who does not discard his old methods and put in up-to-date labor-saving machinery—who does not watch and study the cost of his production, is soon left behind,—if the sheriff does not put a padlock on his door.

Is not the farmer a manufacturer? Does he not make his produce grow? Then he manufactures produce from his soil. He needs up-to-date labor-saving machinery.

Tracklayer in New Home—What It Will Do

The C. L. Best Gas Traction Company has moved into new shops—bought new, up-to-date labor-saving machinery to build up-to-date Tracklayers of sizes to fit the acres of the different farms. These Tracklayers are used to plow, harrow, cultivate, seed, and harvest crops; haul them to market, and day or night furnish power to pump, saw wood, thrash, fill silos, run rock crushers; build roads, dig ditches, build levies, drain and reclaim land; haul supplies to lumber mills, haul lumber to market, haul supplies to mines, and ore from mines, help railroad companies in building roadbeds, pull trees and stumps from their right of way; move houses or barns; raise tank frames, or frames of large barns, level land, pull out old orchards and vineyards which have to be replanted, etc

Fits All Conditions

It is highly important that a tractor be adaptable for use on soft ground, and that its weight be distributed over such a large area that danger of soil packing and miring be eliminated. A round wheel tractor has only a line contact with hard ground. To obtain a greater traction it must sink into the ground, and then in effect it is constantly climbing a hill as the wheels revolve.

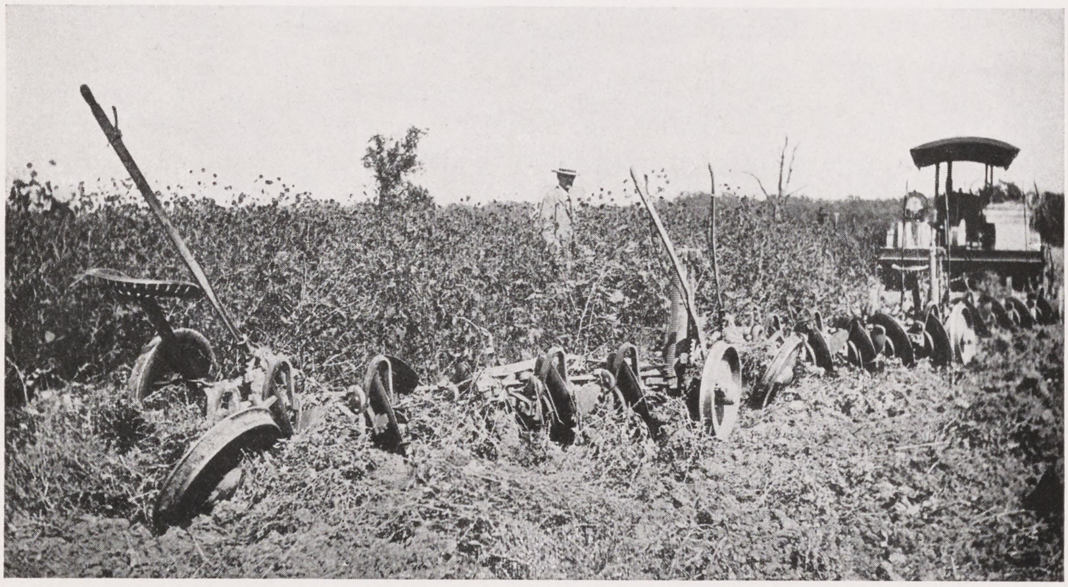
The Tracklayer will operate under the most unfavorable soil conditions because it lays its own track and rolls over it, the weight being distributed over such a large area, it cannot pack the soil nor mire or slip on soft or wet ground.

Compared to the Horse

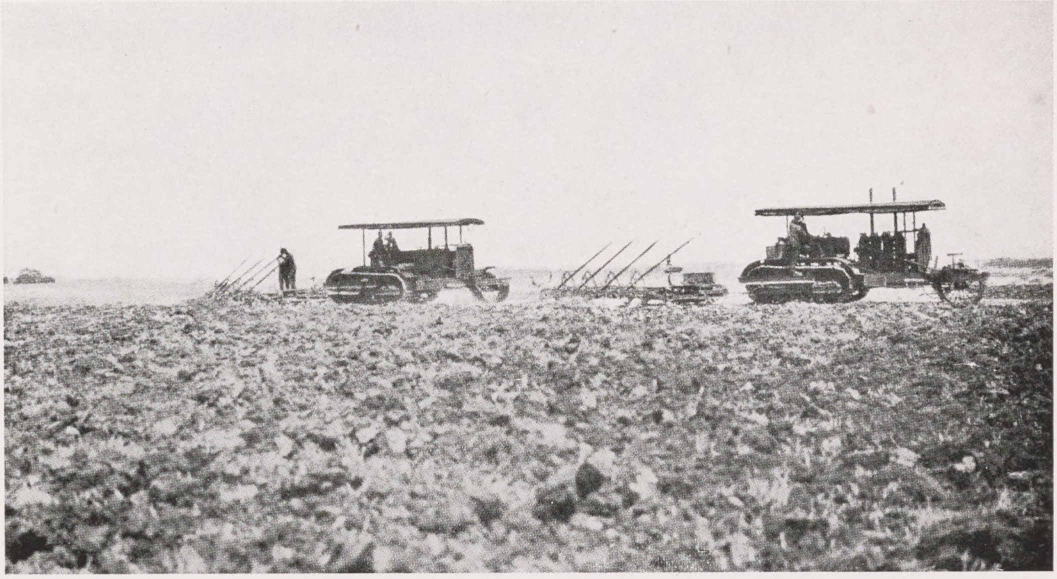
Figures compiled from a large number of Tracklayer owners show that the Tracklayer will cultivate the same acreage at less than one-half the cost of horse power, and when not in use on the owner's land, earns large sums doing work on the outside. Furthermore, unlike the horse, eats nothing when not in use. Government reports show that the average horse costs $121 each year for his feed and upkeep. In addition, the care of each horse requires one-half hour of a man's time each day—40 horses would require 20 hours; but a Tracklayer which will do the work of 40 horses will not require one hour care per day. Two men with a 75 H. P. Tracklayer and plows do the work of 40 horses and 5 drivers.

The Tracklayer is simple in design, easy to operate, and it is economical. It promotes interest in the farm, and tends materially to place farming on a business basis. Both father and sons find more interest in their business. The Tracklayer helps to hold the young man on the farm.

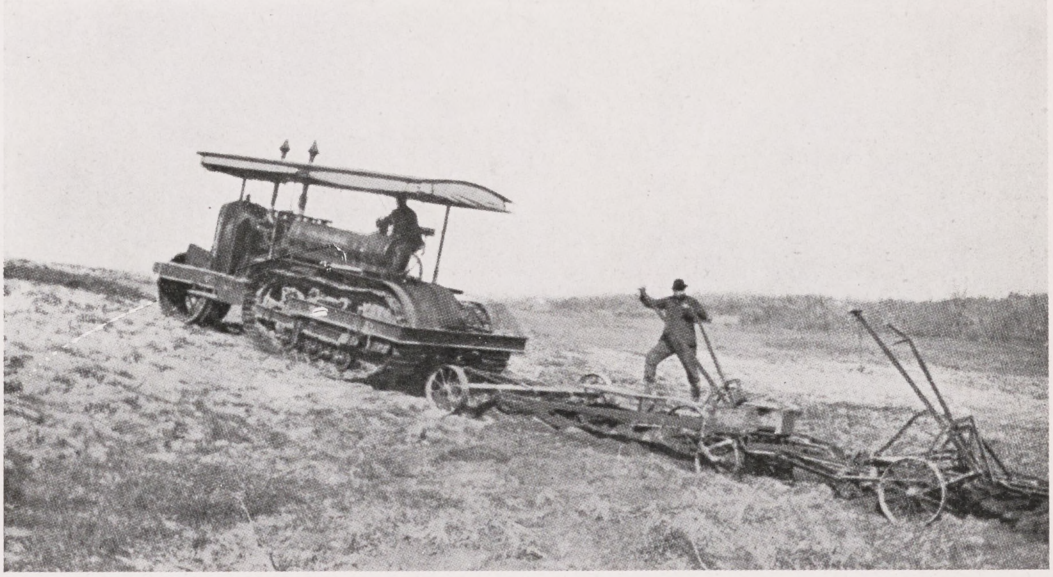
Among other things, the Tracklayer has enabled farmers to cultivate more acreage, produce heavier crops, and reap infinitely greater money returns than under the old horse system. The farm tractor has come to stay. The Tracklayer is the dominant tractor.



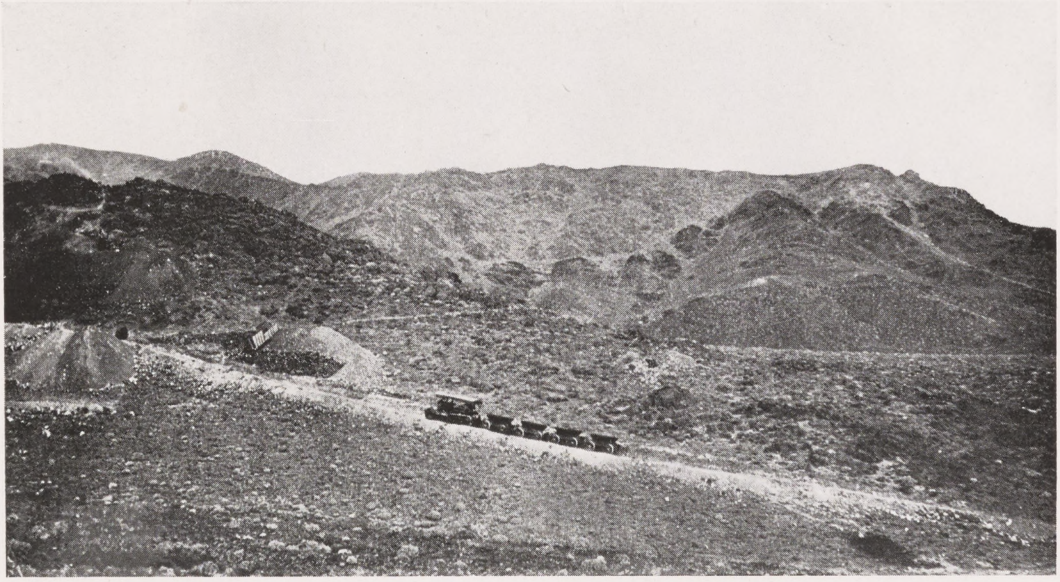
J. M. Miller of Grand Island, California, owns this 75 H. P. Tracklayer. It is pulling twenty-one discs through high weeds and brush. The tracks roll over weeds the same as hard ground.



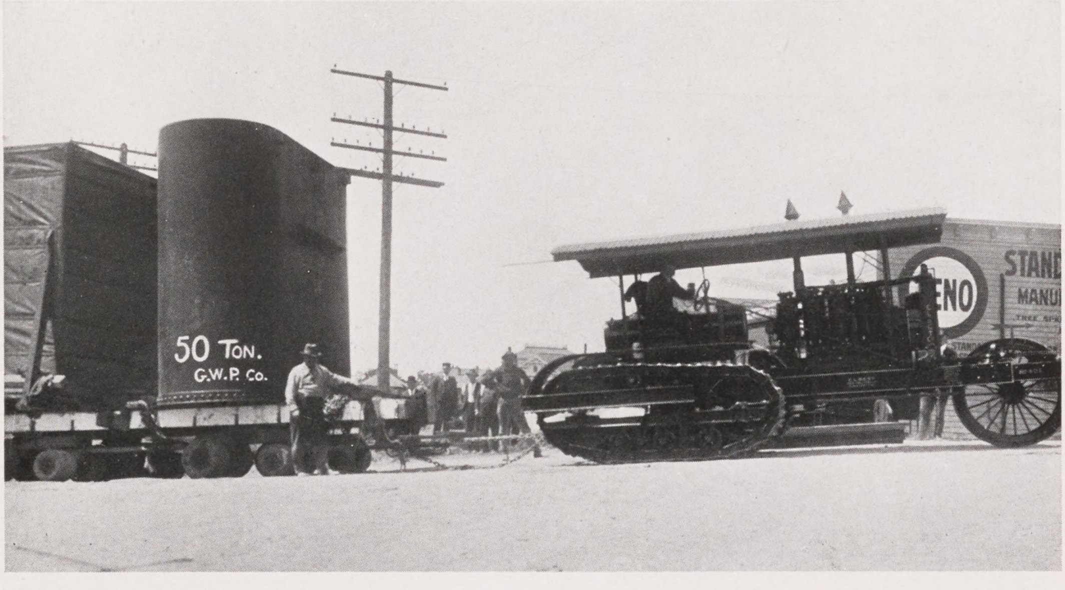
A pair of "75's" plowing black adobe land near Nelson, Butte County, California



The Tracklayer "turns over the earth" on hills as well as in valleys.



G. A. McClean hauling ore from Carbonate Mines at Zabriskie, "Death Valley," 84 miles round trip from 244 ft. below to 3,800 ft. above sea evel. Average load, 26 tons over heavy grades.



At work in Oakland, California. Model "75" hauling a 50 ton transformer for the Great Western Power Co. Typical of duties performed by the "Best" Tracklayer.

STEEL IN A TRACTOR

WHEN you invest in a tractor you want one which will stand the severest test of hard service at the least expense for upkeep—in other words, you are buying so much service for so much money. The material of which a tractor is built largely determines the final cost of this service.

A tractor is a heavy-duty machine, and should be made to withstand severe bolt-straining, steel-twisting pulls. It is highly important that cast iron should not be used where steel is required, regardless of cost.

The tractor is a heavy-duty machine; its work is comparable to that of a locomotive. In this respect it has no relationship to an automobile, which propels nothing but itself. It is possible to build a cheap automobile which will do the work intended for it, but did you ever hear of a railroad building or buying a locomotive because it was cheap? Locomotives are bought by the pound. There is no fixed price whatever. They are built to pull so many hundreds of thousands of tons, and when completed are delivered to the purchaser at so much per pound.

A Tracklayer is a locomotive which carries its own track. It hauls plows, harvesters and most anything you want to hitch it to that is movable, instead of coaches. The material of which it is built determines its efficiency and durability. If poor judgment is used in selecting these, the machine is certain to give poor service. It is therefore necessary to know where to use steel and just what grades of steel to employ in the various working parts, and to use it in those parts.

We Are Closely Allied With the Best Steel Casting Company

We are the only firm in the tractor business west of the Rocky Mountains which is operated in conjunction with a Bessemer Steel Plant.

All "Best" Tracklayer steel is made under the personal supervision of a metallurgical chemist in conformity with formulae evolved by him in his laboratory in the "Best" Steel Plant. Every "batch" of steel made in the "Best" converters is tested repeatedly by this expert. The alloys and the minerals are measured with the greatest of exactness as to quantity, for, be it known, a slight excess of chrome would produce an extremely hard metal, or an excess of phosphorus a brittle metal, and so on.

Steel Manufacture Is a Science

To most people steel means simply steel — an exceedingly hard, strong, tough metal. Few realize that there are as many different kinds of steel as there are breeds of horses, and about the same degree of difference between them as between the half-starved peddler's nag and the full-blooded Percheron. So universally limited, in fact, is the knowledge regarding steels and their composition, that some manufacturers impressively call certain grades of cast iron "semi-steel" and rely upon the inference of the term to lead prospective purchasers to believe that the metal used is steel.

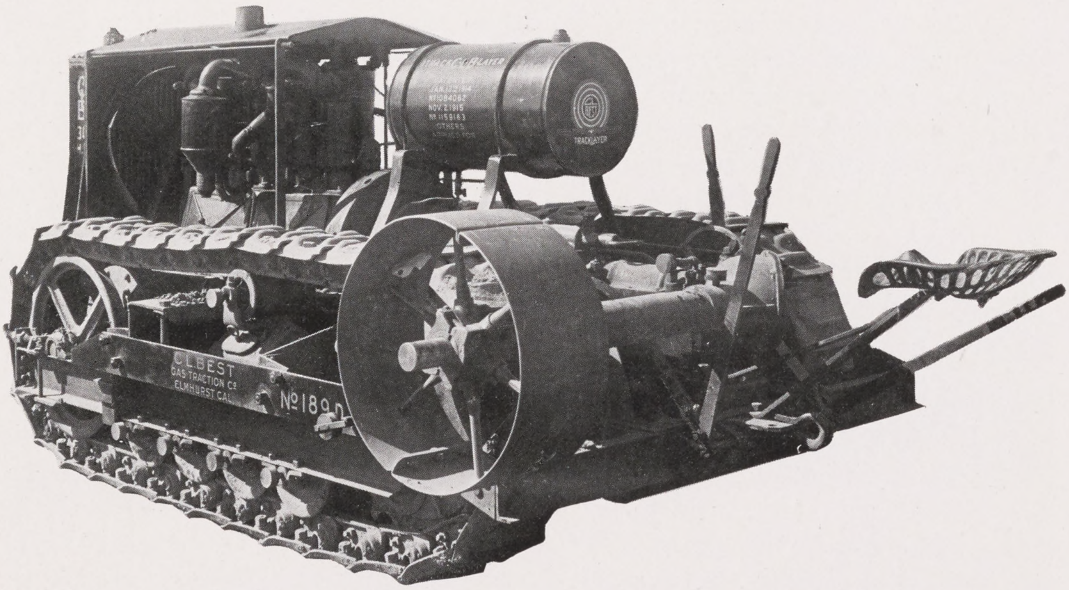
Steel is "converted" or "de-carbonized" iron. No half-way point exists between iron and steel which could be called "semi-steel." During the "converting" process the iron is de-carbonized, among other things, and then recarbonized, and the degree of recarbonization determines the grade of "carbon" steels. Thus a .12 (twelve one-hundreths of one per cent) carbon steel is very soft and mild and in some respects resembles lead. If the recarbonizing is increased to .25, the hardness and strength is increased. The average steel casting is from .23 to .28 carbon. Steel castings over .35 to .40 carbon are too brittle and porous for practical use. Alloys are then added to produce still better grades.

Chrome increases the hardness and wearing qualities without making it brittle.

Chrome nickel produces increased toughness.

Manganese increases the resistance to wear and abrasion.

There is a "Best" Stationary Drive for the Tracklayer



"Thirty" Tracklayer equipped with orchard top and stationary drive. THIS is a real stationary drive—it is not a makeshift. It was built and designed with the original machine. The shaft runs through a cannon bearing and is bronze bushed at each end. All gears are steel cut and enclosed. This drive does the work.

"Thirty" Tracklayer double discing the 80 acre orange grove of E. B. Gould, Lindsay, California. The 30 H. P. and 40 H. P. models are popular for orchards and moderate sized farms.

We use all these alloyed steels in the parts best suited for their purposes; for instance, we use manganese steel in the spools of the track—this is where the track comes in contact with the tooth of the sprocket that drives it — the wear is greatest here—so the hardest of all steels is used; manganese being the steel used for the points of steam shovels, dredger buckets, etc., and though it will bend, it can neither be cut, filed nor drilled.

After this simple explanation, it can be seen how important it is to tractor purchasers that manufacturers be conscientious and skilled in the use of the higher metals. Various kinds of wear and strain require various kinds of toughened steel, for obviously, if carbon steel is used where chrome or manganese should be, or so-called "semi-steel" where steel should be, endless break-downs and expensive repairs are sure to result.

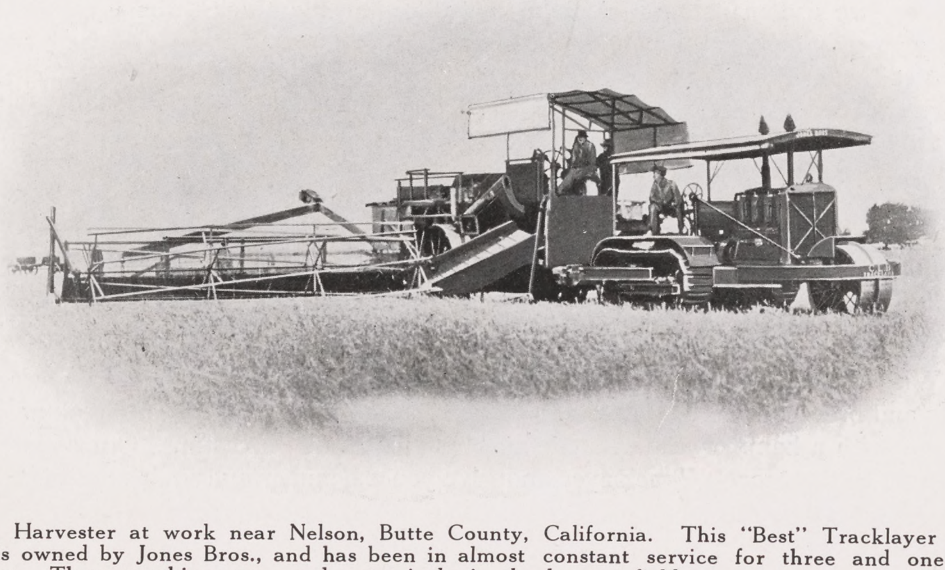
With the Tracklayer, expensive upkeep and loss of time due to rapidly wearing parts and break-downs, is reduced to an absolute minimum. You can break an iron casting with a hammer, but you cannot break a good steel casting. Our agent will take you to the nearest Tracklayer and give you a hammer and invite you to "go to it"—then try this test on any other machine. You will then realize why the "Best" wears best.

"BEST" TRACKLAYER INFLUENCE

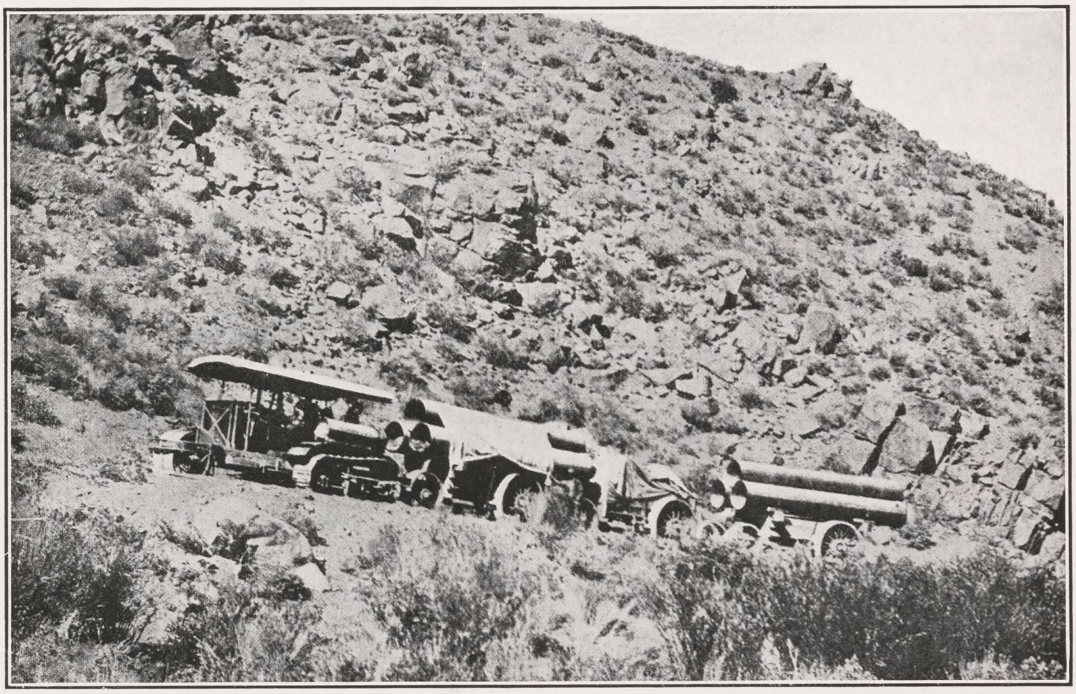
THE type of traction employed in the Tracklayer was not created by the mind of one inventive genius to the full extent of its present-day perfection. It is the result of careful and logical development of the platform Tracklayer type idea as originally invented by Mr. Alvin O. Lombard, who built the first practical machine seventeen years ago. This machine was invented by Mr. Lombard to meet a certain condition. Work in the logging camps of New England makes it next to impossible to operate power machines of the ordinary round wheel type.

It was to gain the necessary traction to haul heavy loads that Mr. Lombard worked out that platform machine. It was operated by steam and proved highly successful, as enormous loads were hauled economically by his platform invention. This was the first practical machine, and while the same principle is employed in the "Best" Tracklayer, the many added refinements and changes in construction have resulted in the perfection of a machine which truly exerts "Best Influence" with people who are familiar with the tractor world.

The Tracklayer is built to work under extraordinary conditions, and built along lines which make it beyond the question of a doubt the most economical and effi-



Harvester at work near Nelson, Butte County, California. This "Best" Tracklayer outfit is owned by Jones Bros., and has been in almost constant service for three and one-half years. These machines are used extensively in the harvest fields.



Duncanson and Harrolsen, contractors, of San Francisco, own six of our "Seventy-fives," and as this catalogue goes to press we have been favored with an order for six more of the same model by this firm. The cut shows one of their machines at work in the desert country of Mono County, California.

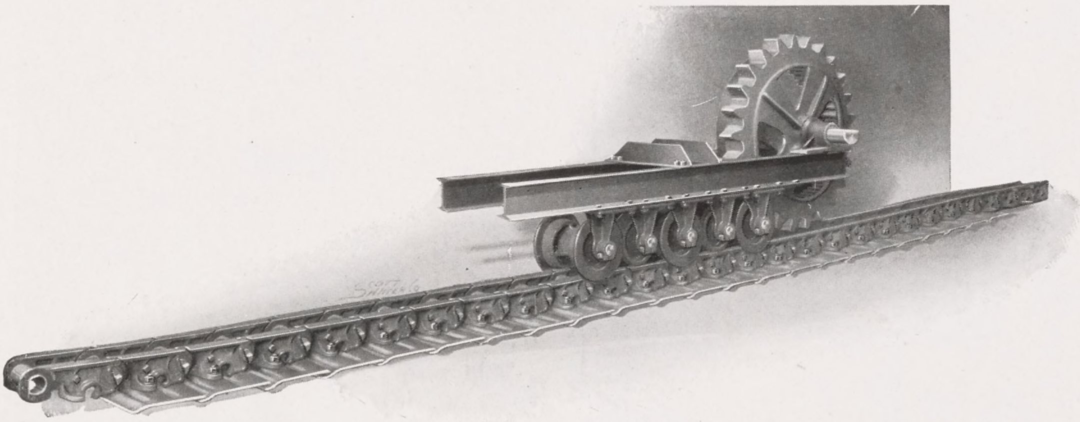
cient tracklaying machine in the world today. It is the consistent line of improvements created by the inventive mind of Mr. C. L. Best, the president of our company, that made possible the present high standard "Best" machine.

"Best Influence" today is a potent factor in the tractor world. This does not only apply to America, but to foreign countries, many of which have commissioned highly eminent engineers to thoroughly investigate the various models of tractors with the aim of placing the brand of approval upon the most highly efficient machine. These engineers in every instance have declared for the "Best" Tracklayer, with the result that "Best Influence" is not only felt in America, but throughout the world. In fact, when perfection in a tractor is considered among "people who know," the "Best" stands in first place.

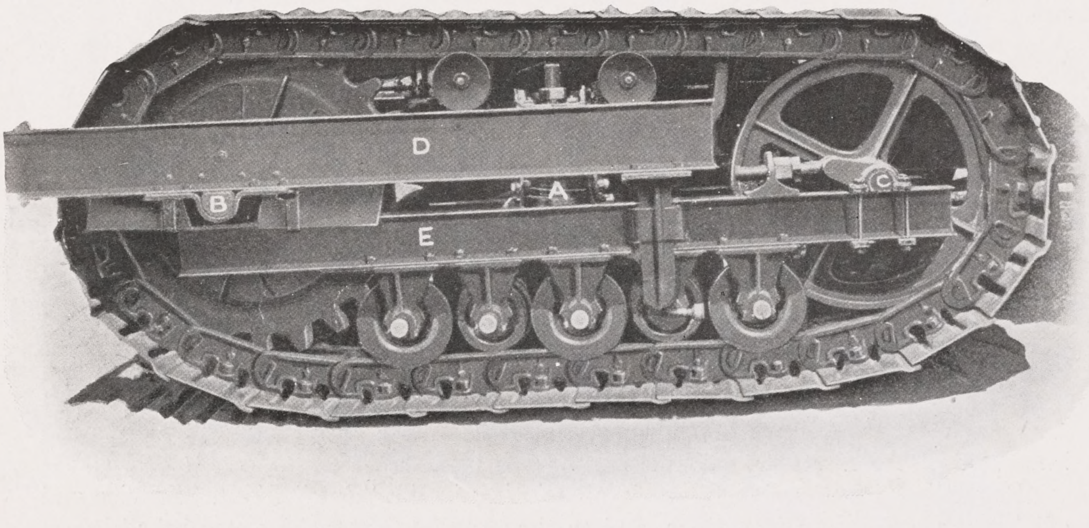
Regarding construction, there is no stinting in the "Best" Plant. Service and efficiency are first considerations, and to the end that the machine stand the highest possible test, every part is machined and assembled with a mathematical certainty. There is no guess work.

So far as parts are concerned, *steel is used where steel serves best,* thereby insuring to the greatest extent possible, long life. All Tracklayer work is heavy-duty work, and to make a machine stand this duty and stand it consistently requires above all things, simplicity.

The "Best" machine is not only built along simple lines, but is built with a consideration for over-size, in order that it may positively stand stress and strain. Look over a "Best" machine of any model, at any time, and compare it with any other corresponding type of Tracklayer construction machine, and you will readily realize why "Best Influence" is international.



Truck wheels, drive sprocket and track extended.



Spring mounted "BEST" Oscillating Track.

The entire track assembly swings on axle "B" of the drive sprocket wheel. The front idler is mounted on pivot "C." Each assembly of track, idler, sprocket wheel and set of truck wheels swing independent of the assembly on the other side of the machine. Spiral springs "A" carry the weight, so that the tractor is spring mounted like a Pullman coach. "D" is the main frame and "E" is the tractor truck frame flexibly hinged to axle "B."

THE OSCILLATING TRUCK

ONE of the highly distinctive and foremost features of the Tracklayer is the Oscillating Truck, which is the invention of Mr. C. L. Best. It is this truck that stands out prominently as one of the "Best" reasons for owning a "Best" Tracklayer. Just exactly as the name implies, this truck "oscillates," relieving excessive strains on the machine and at the same time allowing an even application of tractive power.

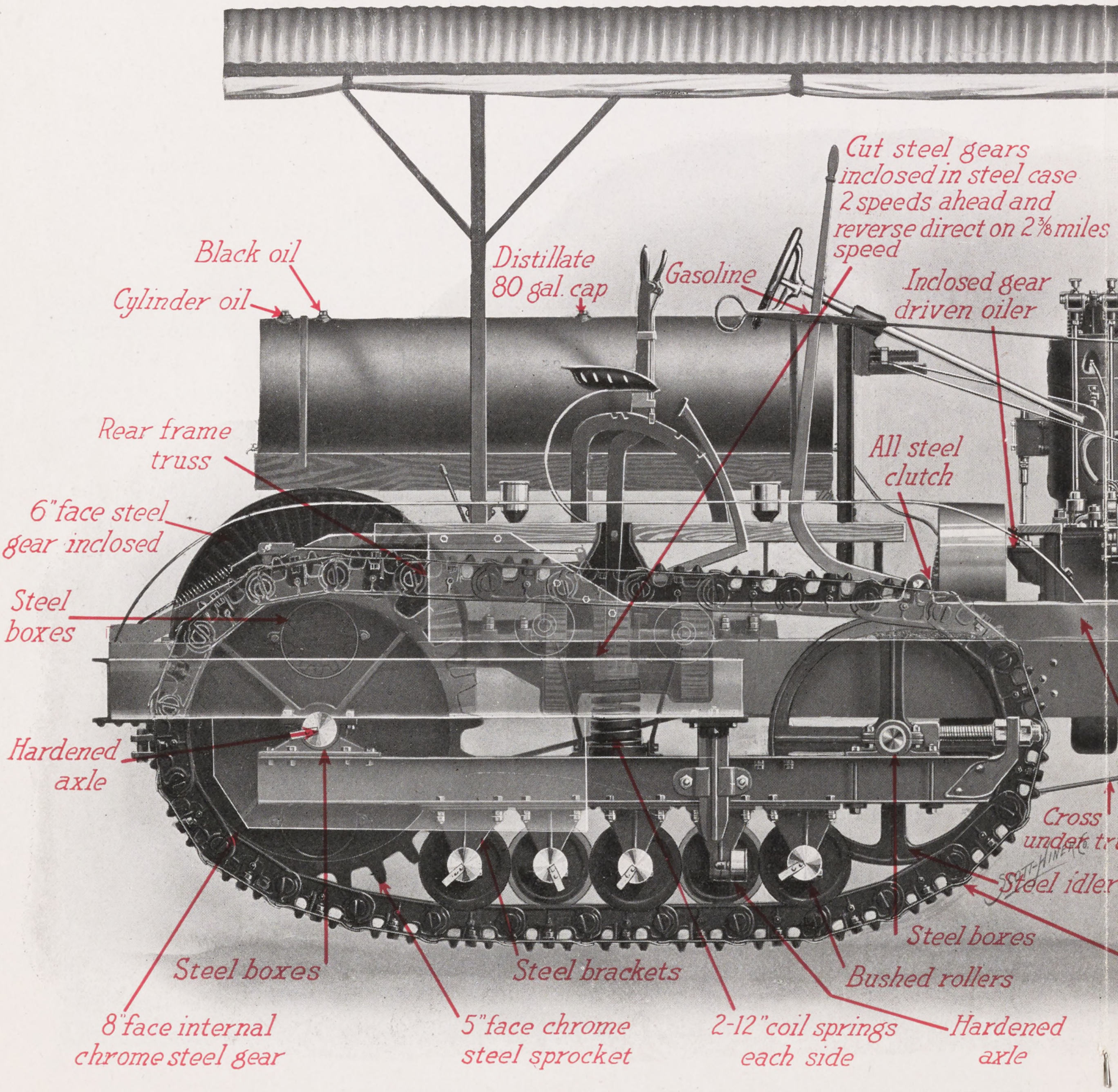
The four legs of a table will not rest on the ground unless the surface is level. If weight is placed upon the table and all the legs are not touching the ground, every joint is subjected to a twisting strain. However, a tripod balances on uneven ground. A tractor which has a four or five point rigid contact with the ground involves the same principle as the table; the frame is subjected to excessive strain and greatly endangers the alignment of the gears, especially when the wheels encounter checks or ruts.

The entire track assembly of the Tracklayer conforms to the contour of the ground, each assembly swinging independent of the other so that one track may rock down in a rut and the other at the same time ride over a hummock without straining or disturbing the equilibrium of the main frame. Also when a rise or hummock is encountered it enables the front wheel to remain on the ground. This construction involves the principle of the tripod.

With this construction, the "Oscillating Truck" design is flexible, resilient and strong, greatly prolonging the life of the entire machine. The cuts on the opposite page explain the structure and operation of the truck and track.

PHANTOM CUT OF BES

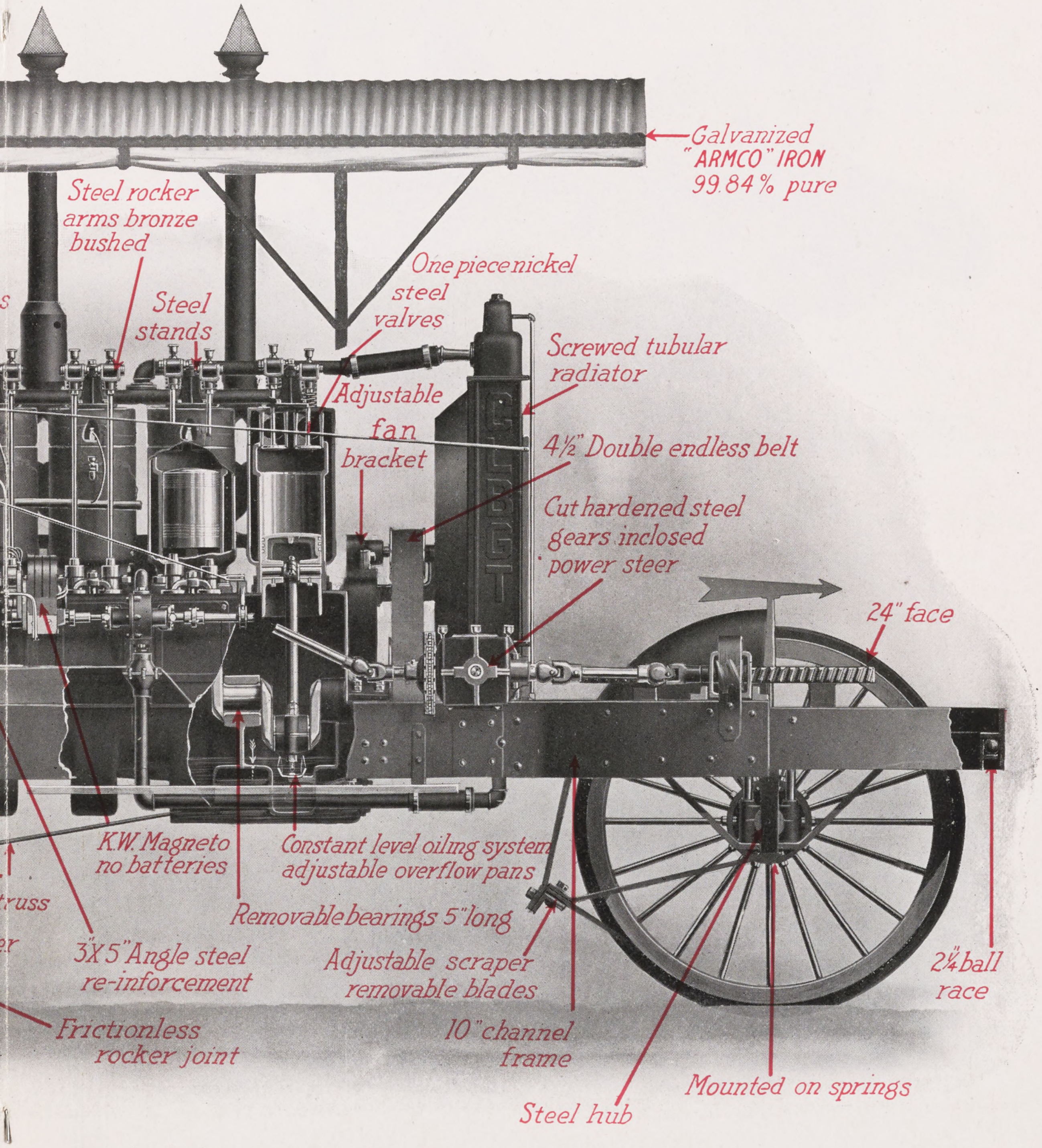
NOTE: Number of steel parts. Generous length of bea
Simplicity and stu


Black oil
Cylinder oil
Distillate 80 gal. cap
Gasoline
Cut steel gears inclosed in steel case 2 speeds ahead and reverse direct on 2⅜ miles speed
Inclosed gear driven oiler
Rear frame truss
All steel clutch
6" face steel gear inclosed
Steel boxes
Hardened axle
Cross under tr
Steel idler
Steel boxes
Bushed rollers
Steel brackets
Steel boxes
8" face internal chrome steel gear
5" face chrome steel sprocket
2-12" coil springs each side
Hardened axle

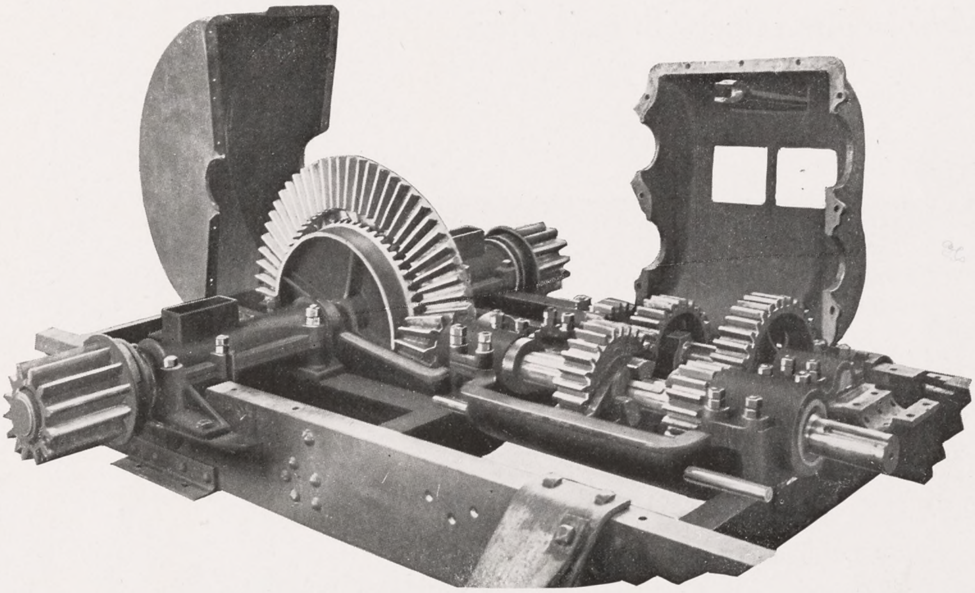
We make everything about the Tracklayer e

ST "75" TRACKLAYER

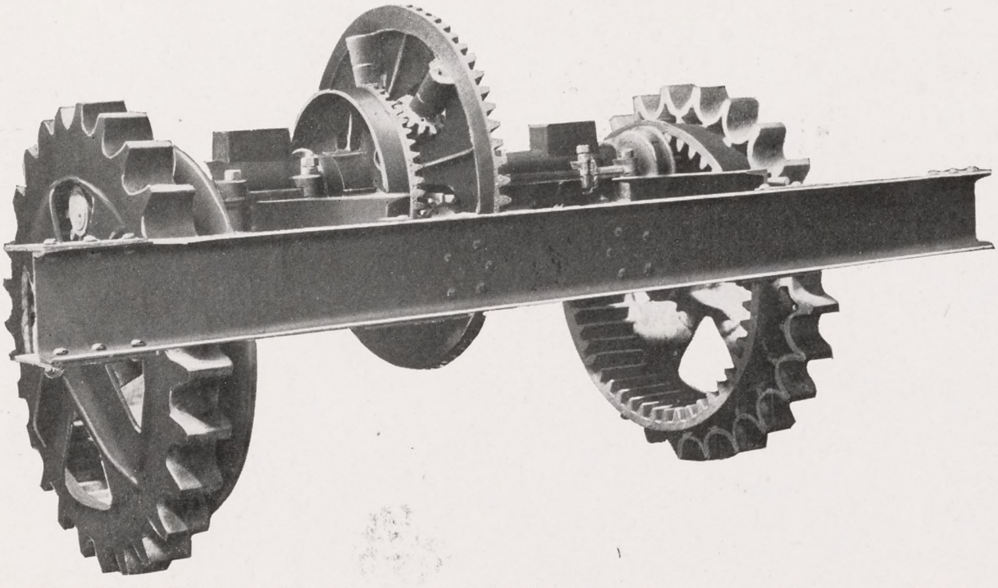
arings. Motor set low in direct line with main drive.
diness of design



xcept spark plugs, magneto and carburetor



Transmission and differential of 75 H. P. "Best" Tracklayer. All steel cut transmission gears, chrome steel 6" face bevel, 8" face chrome steel drive pinion—case, boxes and cap; all steel.



The 75 H. P. "Best" Tracklayer with its differential turns corners sharp enough for any practical purpose, the strain of the turn being equally distributed over the entire machine.

TRANSMISSION

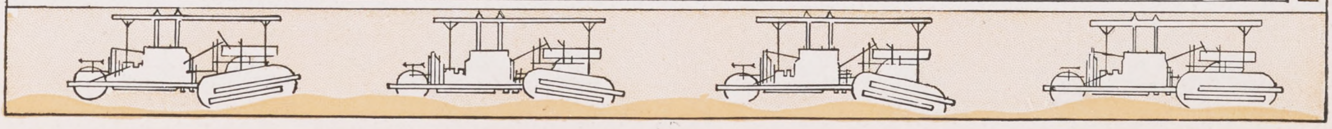
FROM the counter shaft to the track, power is transmitted through just four moving parts. These are two 8″ face chrome steel drive, pinion mesh with 8″ face internal gear and two large chrome steel sprockets. The construction of these parts, and their assembly is such that with proper lubrication, this transmission will stand for a long period of years. Gears have taken the place of chains in power transmission of virtually all vehicles and machines—it is the economical and logical way.

The gear drive as employed in the "Best" Tracklayer (see opposite page) has the entire final drive, transmission, and motor, set low and solid on the main frame and in direct alignment; thus all the insecurity and vibration of a secondary frame are eliminated.

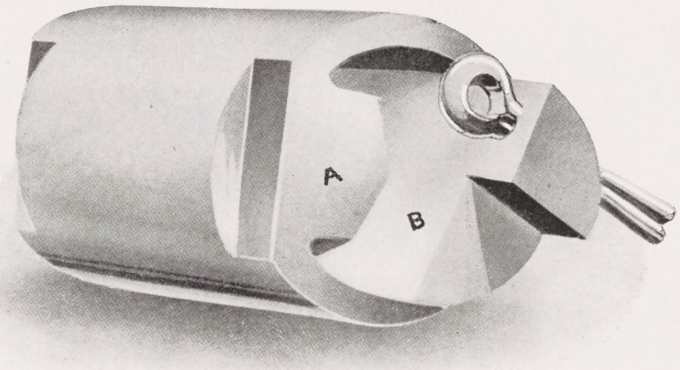
The length of the bearings of a tractor largely determines its durability. No other tractor has such generous length of bearings as the "Best" Tracklayer. Note these dimensions—

Gears in transmission case 4″ and 6″ face
Countershaft 4″ diameter
Bearings carrying countershaft 31″
Drive pinion 8″ face
Internal track sprocket gear 8″ face
Track sprocket face 5″

These figures prove the durability of a tractor. They are of such great importance that it is worth your while when comparing two machines to provide yourself with a rule and go over the entire structures of the two, measuring the corresponding parts on both machines. The result will astonish you. Most tractors look good on the outside. What you should do is to look inside—and look thoroughly.



THE ROCKER JOINT

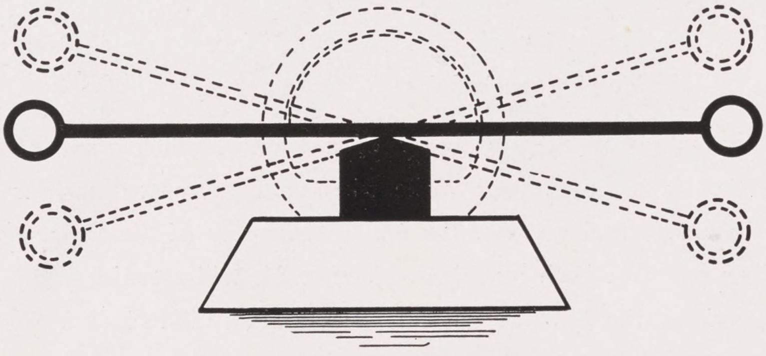


"Best" Tracklayer "Rocker Joint"

FRICTION has held the attention of mechanical engineers for generations. It is friction that eats up the power, wears out the parts, and causes great waste of both power and money. Thousands of improvements have been made during this time and among these improvements is the "Rocker Joint" which enters into the construction of the track of the "Best" Tracklayer.

The "Rocker Joint" eliminates friction. It is the link-pin of the track. It holds the links together and aside from taking the strain from the drive wheel, it must meet the inequalities of the ground and at all times be subjected to an oscillating motion, as the traction chain passes around the sprocket wheels and over the ground.

The "Rocker Joint" principle is such that no grease or oil is needed at any time. It will outlast any three link connections on the market. It is a scientifically thought out invention, and is a strong factor, contributing toward the long life and excellent service of the Tracklayer. Aside from prolonging life, the energy saved that would otherwise be wasted in friction, is conserved and transmitted to the drawbar.

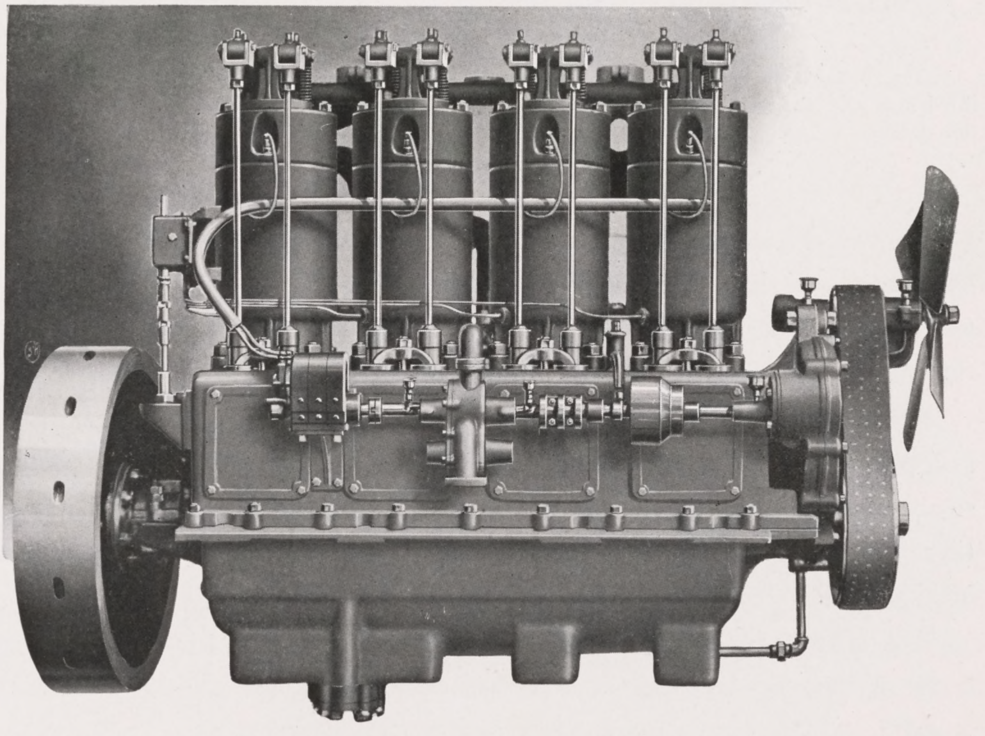


"Rocker Joint" principle at a glance.

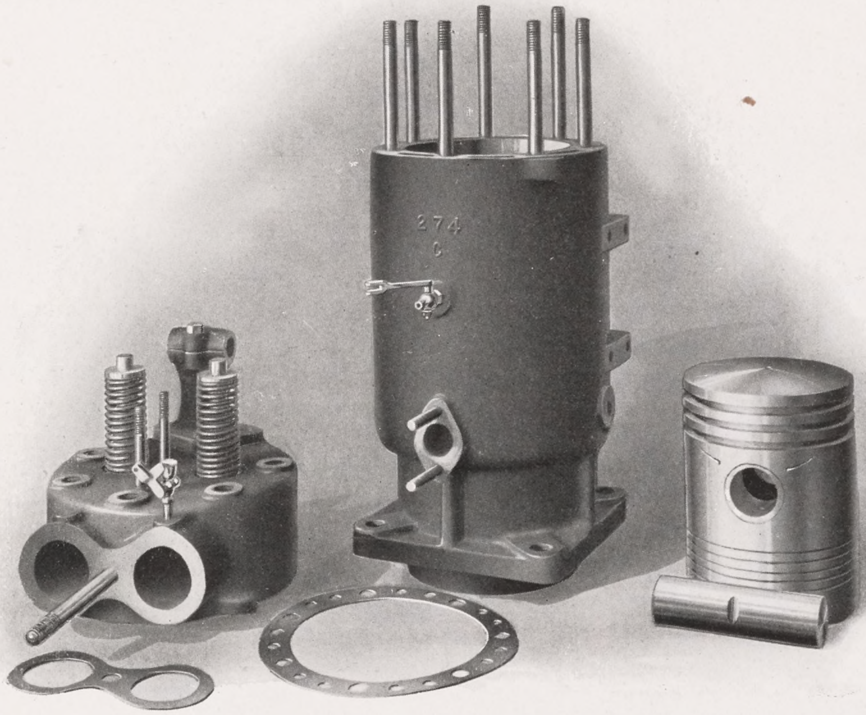
THE MOTOR

THE Tracklayer heavy duty motor is up to the "Best" standard in quality and construction. Like every other part of the Tracklayer it is built to run economically and stand heavy duty work and wear over a long period of time.

This is unquestionably one of the most simple motors used on tractors today. It is designed with a consideration for continuous performance and sustaining quality to the end that "Best" Tracklayer users may enjoy full service from the power plant. The entire design of the "Best" motor is in conformity with the plan adopted and used by leading gas motor manufacturers throughout the world. Every line of construction is given full regard for simplicity and efficiency. Everything must run—the oiler is gear driven, while motor, pump, magneto and governor are all driven by the same shaft. *All gears are cut steel.*



The Tracklayer Motor is the valve-in-the-head type, long established as the most powerful design of gas motor. It is built along simple ines to stand the test of work and time.

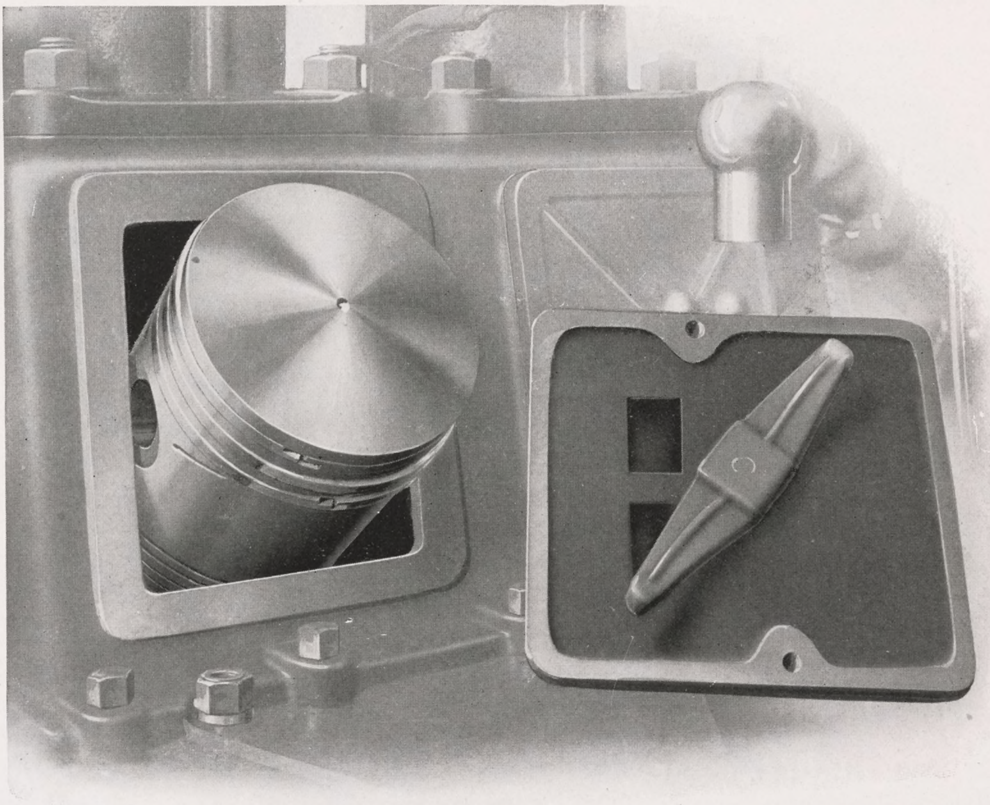


The Tracklayer cylinders are cast separately with removable heads. The valves are in the heads and easily accessible at all times. This is the approved method of motor construction today.

For water circulation liberal space is given in the jackets of the cylinders. The radiator is large and built without the use of solder. The pipes are screwed fortifying against solder breaks and resultant leaks. The cooling system carries thirty gallons of water. "BEST" ENGINES DO NOT HEAT.

Reference to the cut of the motor will show the fan, fan bracket and drive belt as a part of the motor. This is essential, as the fan must be rigidly supported and solidly fixed to the motor, otherwise traveling at its usual high speed, the vibration would be excessive and if attached to the radiator would sooner or later cause breakage.

The fan bracket is adjustable. A single tension screw allows the belt to be easily tightened. The belt is four and one-half inches wide and double brass studded.

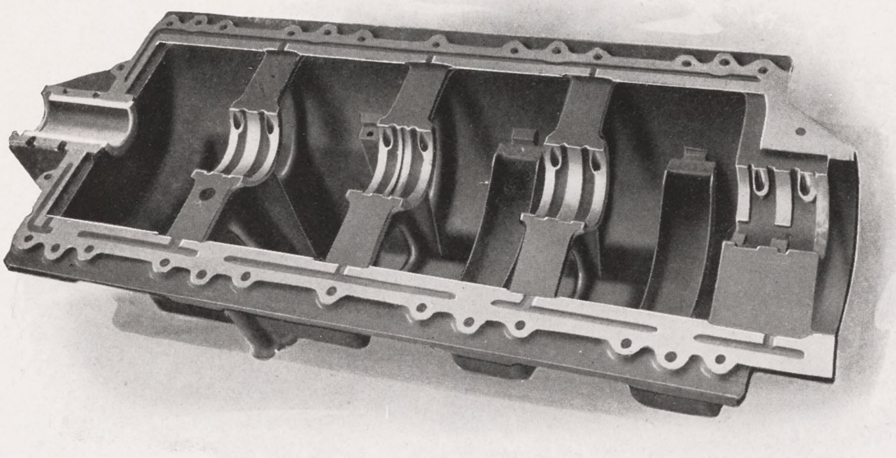


Crank case plate removed, showing accessibility of piston head.

Through the inspection plates on the crank-case each piston in the "Best" Tracklayer motor may be removed in a few moments, and withdrawn through the side of the crank-case without dismantling the engine. Otherwise, this operation would require a whole day. The above cut illustrates this principle.

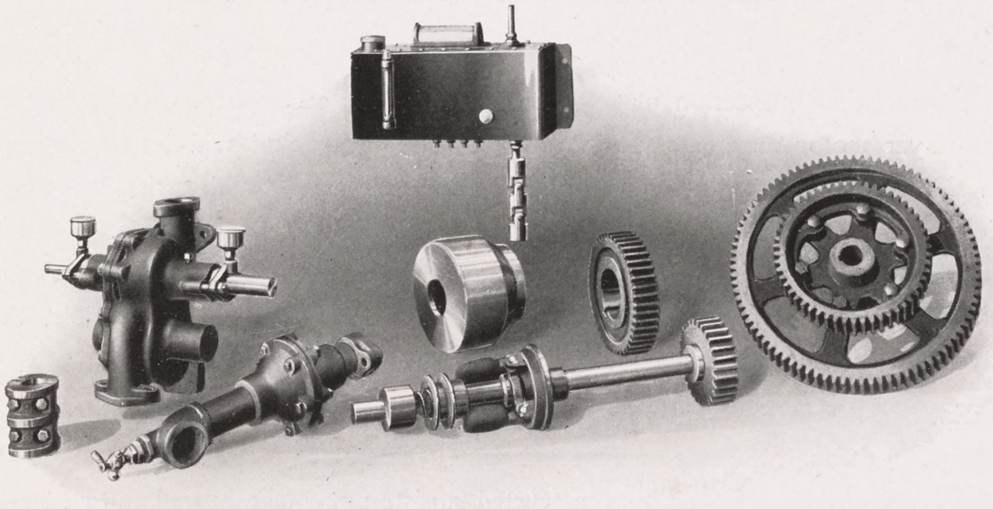
The cylinder heads of the "Best" motor are removable. Unscrew seven nuts and lift the head off; this makes available, in the easiest manner possible, the valves and interior of the cylinder.

Each piston in the Tracklayer motor may be removed from the cylinder and withdrawn through the side of the crank-case. This greatly adds to the accessibility of the motor. When so constructed, a piston may be removed and returned to its place without dismantling the engine. It is unnecessary to remove the cylinder.

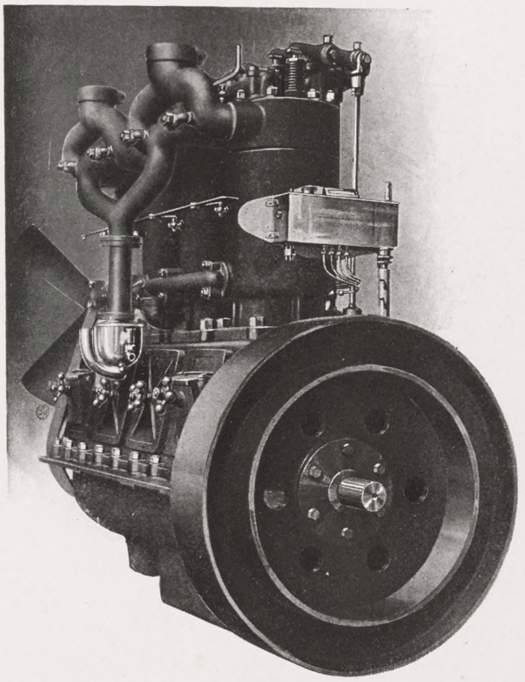


Looking into the lower half of crank-case. This cut shows removable die cast bearings and constant level oiling system.

Note the generous length of the bearings as shown in the cut of the crank case. The three center bearings are five inches long and the one next to the flywheel nine and one-half inches. The front bearing is six and one-half inches long. The "Best" Tracklayer motor was designed as a whole and the bearings and shaft were carefully drawn in size to conform to bore and stroke and rated horsepower.



All engine gears are cut steel. There is no idle gear in the timing construction. All parts are accurately machined.



Showing fly wheel bolted to flange on shaft, mechanical oiler, carburetor and removable inspection plates on crank case.

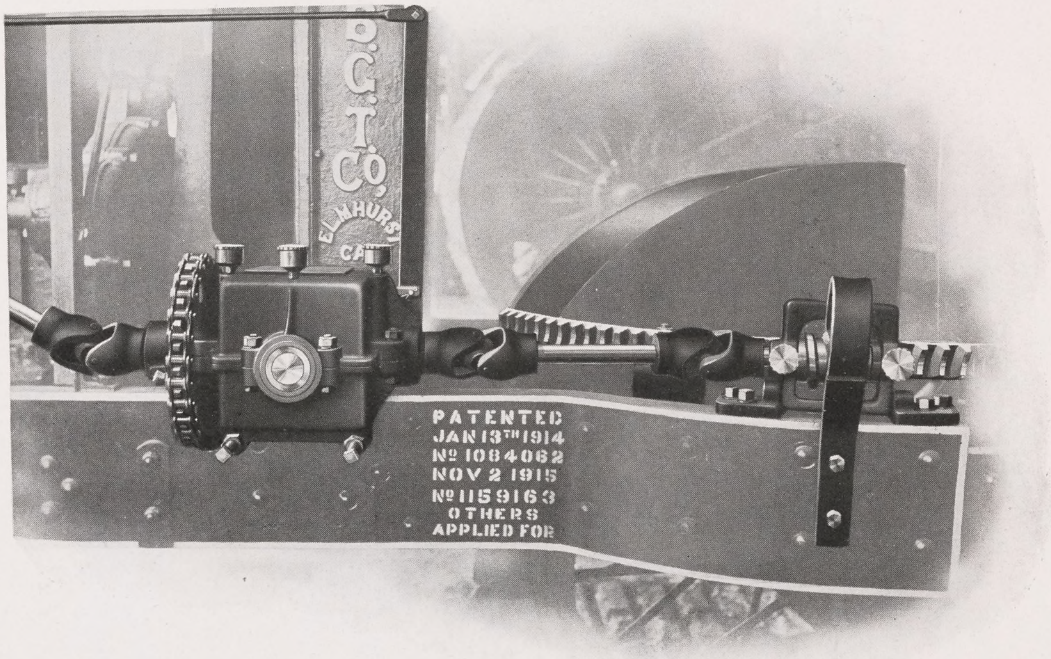
No Wobble in the Fly Wheel

The Tracklayer fly wheel does not and cannot wobble. The wheel is bolted to a flange on the crank shaft, holding it positively in line. This is a contrast to the "keyed-on" fly wheel, which is forced slightly out of line, causing a quiver to continually run through the rapidly revolving shaft, which ultimately causes crystallization and breakage.

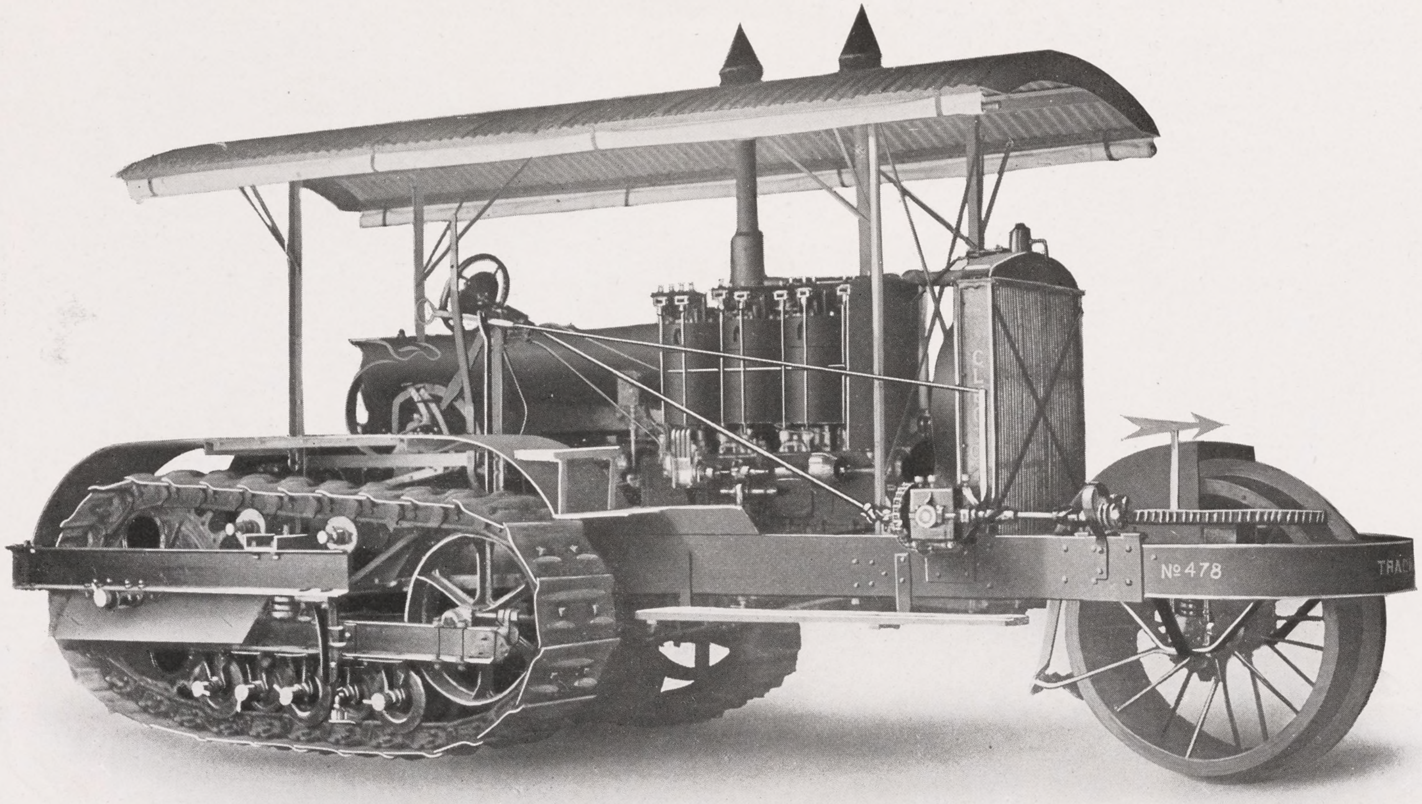
The "bolted-on" way is the "Best" way.

The rocker arms on the motor are steel and bronze bushed. The rocker arm stands are steel, hardened at the ends. Dust caps cover up the tappets, keeping dirt away from the oil and grease. The valves are operated by cut steel timing gears.

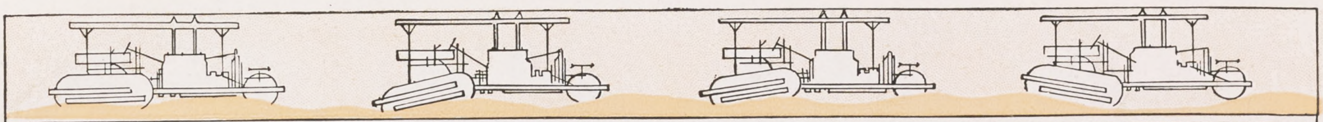
Below is an illustration of the Tracklayer automatic power steer. A lever near the driver's seat controls this device, using the motor power for steering. This effects a great saving of labor.



Automatic steering device operated by motor. No effort is required to steer. Cut gears are enclosed in oil-tight case.



Model "75" at your service. Specifications on opposite page.



75 H. P. TRACKLAYER

SPECIFICATIONS

MOTOR 4 cycle, 4 cylinder, water cooled.

CYLINDERS cast separately, heads removable. Oiled by splash and force feed oiler to each cylinder.

BORE AND STROKE 7¾″ bore, 9″ stroke.

VALVES are in head, one piece nickel steel turned and ground, stem 13/16″, head 3¼″.

RATING 75 brake horsepower at 435 R. P. M.
82 brake horsepower at 500 R. P. M.

COOLING water pump, radiator and fan.

PUMP Rotary, driven by enclosed cut gear (no belt).

RADIATOR Tubular, brass tubing, with brass radiating fins, latter being made and put on by our own process; tubes are held in place with packing nuts at each end. (No solder used.) Top and bottom tube plates are brass and side plates are close grain hard iron.

FAN is mounted on motor by an adjustable bracket to tighten belt. Is driven by a 4½″ double endless leather belt.

CARBURETOR Ension or Scheblar 2″.

IGNITION K. W. high tension magneto, impulse starter (no batteries).

GOVERNOR C. L. B. ball type enclosed and run in oil, one moving lever.

OIL CIRCULATING PUMP Rotary gears driven by inclosed cut steel spiral gear.

PISTON PINS held firmly in connecting rod with clamp bolt passing through side of pin. Pin is carbonized, hardened and ground steel tubing and turns in the manganese bronze bushings within the piston.

CRANK SHAFT bearings removable, crank bearings die cast in saddle, connecting rod die cast shell bearings, combined length of bearings 51″. Diameter of crank shaft 3¼″, length 6′ 10½″. Drop forged from one piece .40 carbon open hearth heat treated steel. Flange for fly wheel forged solid.

CLUTCH connection to drive shaft, spring flexible coupling. All steel equalizing, expanding shoes.

CAM SHAFT 1⅜″ in diameter, ground Cumberland steel .35 carbon. Four bearings, all removable, wide hardened faced cams keyed and pinned.

TIMING GEARS All steel cut gears wide face.

TRANSMISSION Two speeds ahead, one reverse, all steel cut gears enclosed in steel case and run in oil. 6″ face chrome steel differential gear, filled with side brakes, 8″ face chrome steel internal gear, 5″ face chrome steel sprockets cast integral with internal gear; all gears run in grease and enclosed.

SPEEDS High gear, or direct drive to the 6″ face differential gear, is 2⅜ miles per hour. Low gear 1½ miles per hour. Reverse 1⅝ miles per hour.

CARRYING WHEELS 5 truck wheels, hardened face on each side, 10 in all, bushed with close grain hard iron, run on carbonized and hardened steel axles, held in place with steel clamp boxes.

TRUCK FRAMES 6″ heavy section "I" beams carrying truck rollers and front idlers are hinged to rear axle and receive the weight of the tractor on two double coil springs on each side.

MAIN FRAME is 10″, 25¼ pounds channel, formed to receive the front steer wheel circle, reinforced on top with 3″x5″ steel angle. Heavy gusset plates and angle corner plates generously used.

STEERING is effected through a power steering device with cut steel gears enclosed and run in oil. Bronze bushed case, connected up with a worm and worm segment, spring controlled; also fitted with hand steering wheel. Either may be used.

FRONT WHEEL 24″ tire, 48″ in diameter, spring mounted, steel hub, ball bearing circle.

MAIN CROSS SHAFT is 4″ in diameter, 15″ bearing on one side, two 8″ bearings on other side of differential.

TRACK consists of C. L. B. "Rocker Joint" frictionless chain, drop forged, links made of .40 carbon open hearth steel heat treated and hardened. Spools are .40 carbon heat treated steel and carbonized and hardened open hearth steel pins.

FRONT IDLER is double flanged wheel, no contact with spools of track.

TRACK SHOES Standard width 24″, are pressed high carbon steel and are overlapping. 30″ shoes furnished at extra cost.

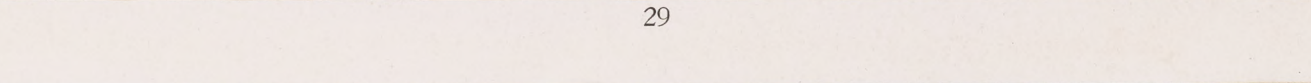
TANK CAPACITY Distillate 75 gallons, gasoline 7 gallons, lubricating oil 5 gallons, black oil 8 gallons; all contained in two tanks of two compartments each.

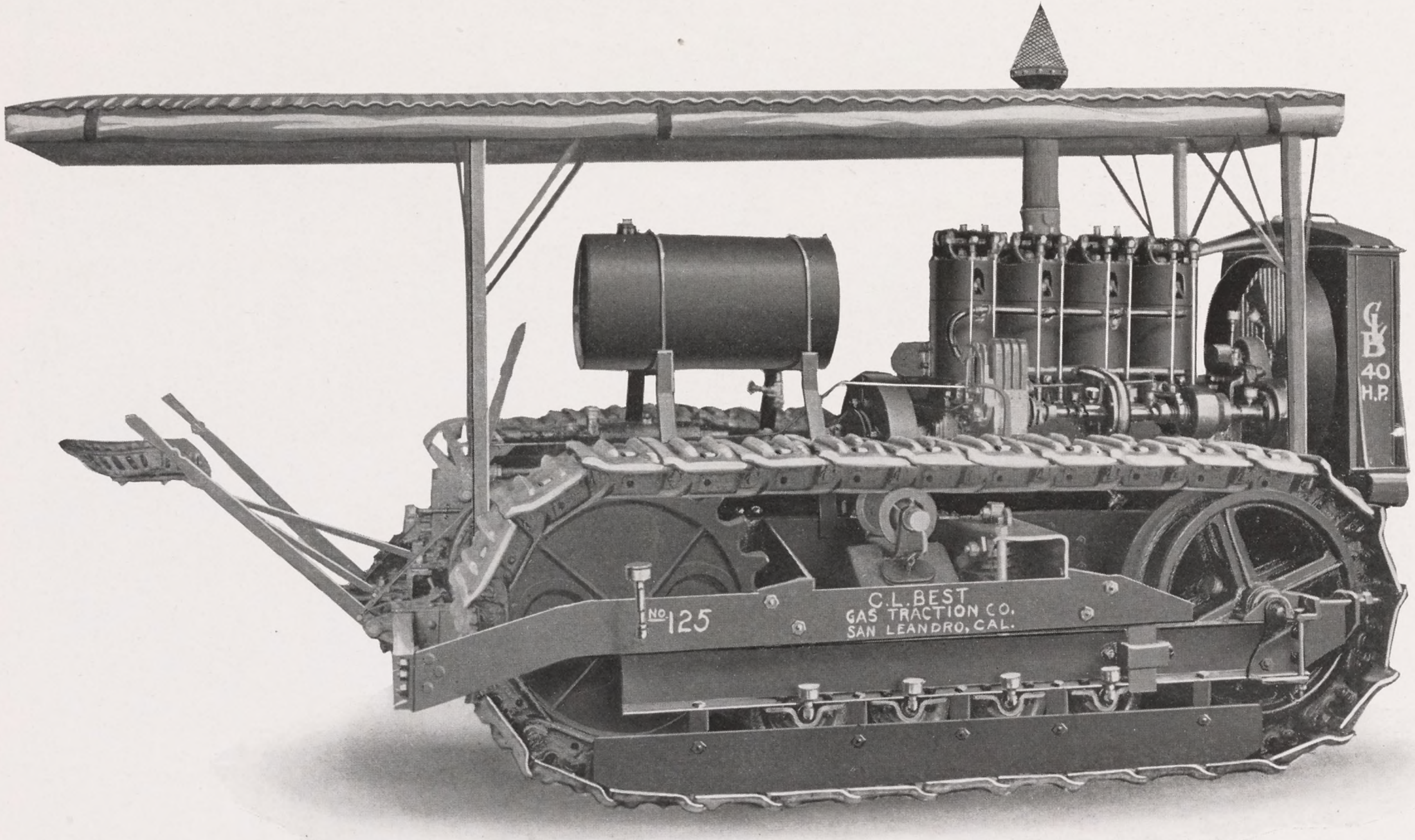
CANOPY TOP corrugated galvanized "Armco" iron, guaranteed 99.84% pure—the purest and most rust-resisting iron produced.

PULL BAR swings from center of frame, with provision made to hold stationary if wanted.

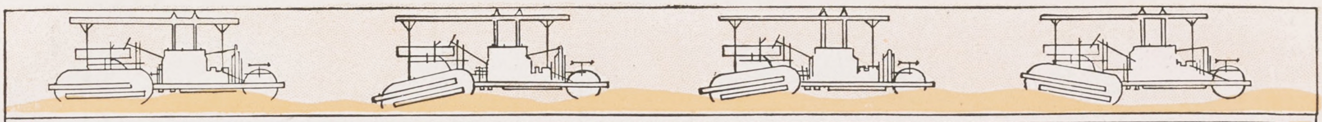
DIMENSIONS center of track to center of track is 70 inches.
Width between tracks 46″.
Width over all of frame 103″.
Length over all of frame 22′ 4″.
Length over all of track 23′ 9″.
Height over all of track 4′ 6″.
Height over all of engine 10′.
Clearance under drawbar 15″.

WEIGHT Actual weight complete 28,000 lbs.





Model "Forty," the orchard and moderate sized farm Tracklayer.



"FORTY" TRACKLAYER

The 40 H. P. Tracklayer, like the 30 H. P., is built on the same efficiency principles that are employed in the larger Tracklayer models. This machine is built especially for orchard work and moderate sized farms. By elimination of the pilot wheel and incorporation of the friction drive this machine gives excellent satisfaction in orchard work. It will turn within a 15-foot circle and has ample power to not only plow and till the orchard, but to do all general farm work, including hauling to town, etc. It is the practical all-round tractor and is enjoying a big demand. *Steel is used where steel serves best* in this tractor, with the result that wear is cut to a minimum and consequent expense of operation is kept down.

MOTOR 4 cylinder, 4 cycle, water cooled.

CYLINDERS cast separate, removable heads.

BORE AND STROKE 6¼" bore, 6¼" stroke.

IGNITION K. W. magneto, impulse starter (no batteries).

LUBRICATION constant level splash system, gear driven submerged rotary pump, adjustable oil pans.

GOVERNOR C. L. B. Ball type, automatic, enclosed and run in oil, one operating lever.

CARBURETOR Ension 1½".

CLARIFIER Bennett, separating dust from air entering carburetor.

COOLING Water pump, radiator and fan.

WATER PUMP gear driven, centrifugal (no belt).

RADIATOR Tubular, brass tubing with brass radiating fins, latter being made and put on by our own process. Tubes are held in place with packing nuts, no solder used. The top and bottom tube plates are brass and sides of radiator are close grain hard iron.

FAN is mounted on motor by adjustable bracket, which may be lowered or raised to keep belt in proper tension. This belt is 2½" wide, double endless leather.

BEARINGS crank bearings are saddle bearings, removable, die cast; connecting rod bearings are die cast removable shells.

CRANK SHAFT is 2½" in diameter, drop forged in one piece, .40 carbon open hearth, heat treated steel, 5 bearings. Flange for flywheel is forged solid, and total length of bearings is 34".

CAM SHAFT is $1\frac{3}{16}$" in diameter, ground Cumberland steel, .35 carbon, wide face, hardened keyed and pinned cams, 4 removable bearings.

TIMING GEARS cut steel, made in our own shop, wide face, enclosed and run in oil.

VALVES are one piece nickel steel, made in our own factory, turned, heat treated and ground.

PISTONS are close grained iron, rough turned and gauged and ground to within 1000ths of an inch, 3 rings, 4 oil grooves.

RATING 40 brake horsepower at 600 R. P. M.

TRANSMISSION has steel cut gears, two speeds ahead and one reverse. Gears are enclosed in oil-tight case and run in oil, 4" face, heavy pitch chrome steel bevel gear drive inclosed in oil-tight case and run in oil.

Main drive shaft 3" in diameter, .40 carbon open hearth steel. Internal gear drive 5" face, chrome steel gear inclosed and run in grease.

MAIN CLUTCH is a three plate, lined with thermoid rings and easily adjusted, and also has friction brake to stop it from revolving when changing gears.

SIDE FRICTIONS are internal expanding ring type and lined with thermoid clutch lining.

CARRYING WHEELS 4 chilled face carrying wheels each side, first and third roller has double flanges, wheels are brushed with close grain hard iron and run on hardened axles.

FRONT IDLER is double flanged, no wear on track spools as flanges run on track links.

TRUCK FRAME Radial oscillating C. L. B. truck frame, spring mounted.

MAIN FRAME is built up of angles and plates with a depth at center of 16 inches, tapering off to 8 inches at the end, tied together with cross angles and two large gusset plates at the bottom, making a rigid frame.

STEERING is effected with rear side frictions.

STATIONARY BELT ATTACHMENT small pulley may be used on end of transmission shaft. Also right angle drive furnished with enclosed, hardened, cut gears that run in oil, at extra cost.

TANK CAPACITY distillate 35 gallons, black oil 1½ gallons.

TRACKS C. L. B. patented "Rocker Joint" hardened steel rockers, removable, drop forged track plates or shoes. Standard width 15½ inches, least possible width 8 inches.

CANOPY TOP is covered with "Armco" corrugated galvanized iron, 99.84% pure and the most rust-resisting iron produced.

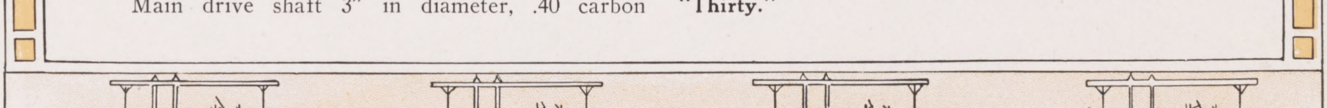
SPEEDS 2½ miles per hour on high and 1¾ miles on low, reverse 2 miles per hour.

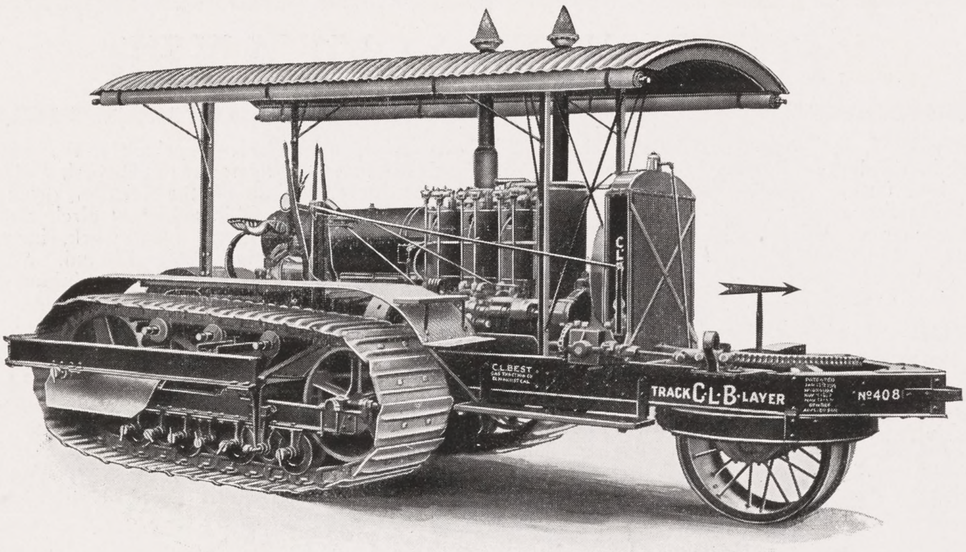
TURNING Will make complete turn in its own length.

DIMENSIONS Length over all of frame 129".
Width outside of tracks 69".
Width over all of frame 77".
Height of trucks and tracks 31".
Height over all 56".
Length of track on ground 66".
Total square inches on ground 2043".
Weight per square inch is 5 pounds.

WEIGHT Complete, 10,750 pounds.

Note—Specifications of the "Thirty" are the same as the "Forty," with the exception of motor, track and weight. These are built in proportion to the power and are lighter in model "Thirty."





"NINETY" TRACKLAYER

The 90 h. p. Tracklayer is our biggest and most powerful machine. It is built for extremely heavy work, with ample power to serve the purpose for which it is intended with a high degree of satisfaction.

The general lines of the "Ninety" are similar to those of the "Seventy-five." Because of the side friction drum this model is easily handled and turns on a short radius with great facility. This short-turn feature (see opposite page), combined with the unlimited power of the "Ninety," makes it a most logical machine for marshy, tule, river-bottom lands and the soft, sandy, skiddy desert.

Scores of these great land locomotives are in service today under conditions that were heretofore impossible to tractor operation.

SPECIFICATIONS

BORE AND STROKE 8″x9″.

RATING 90 brake horsepower at 500 R. P. M.

TRANSMISSION Two speeds ahead, one reverse; steel cut gears; main shaft is of nickel steel and 3½″ diameter. The main shaft that side frictions are mounted on is 4″ in diameter, 35-point open hearth steel, and the two main bearings on this shaft are 14″ long and 6″ in diameter. Two sleeves, that go through these boxes, engage the drive pinion with an internal jaw clutch. These two sleeves carry a steel spider of internal expanding ring clutch type, both of which are enclosed.

The main bevel drive is 6″ face, chrome steel, bolted with 1″ bolts to a drum that is securely fastened to 4″ shaft, both clutch drums being steel. The entire drive is enclosed, 8″ face chrome steel internal gear, 5″ face chrome steel sprockets cast integral with internal gear. All gears run in grease and dust-proof cases.

CARRYING WHEELS 7 truck wheels, hardened face on each side (14 truck wheels in both tracks), bushed with close grain hard iron, run on carbonized and hardened steel axles, held in place with steel clamp boxes.

STEERING Steering is effected wholly by power. There is no hand wheel.

FRONT WHEEL 40″ diameter and 18″ face, spring mounted, steel hub, ball bearing circle.

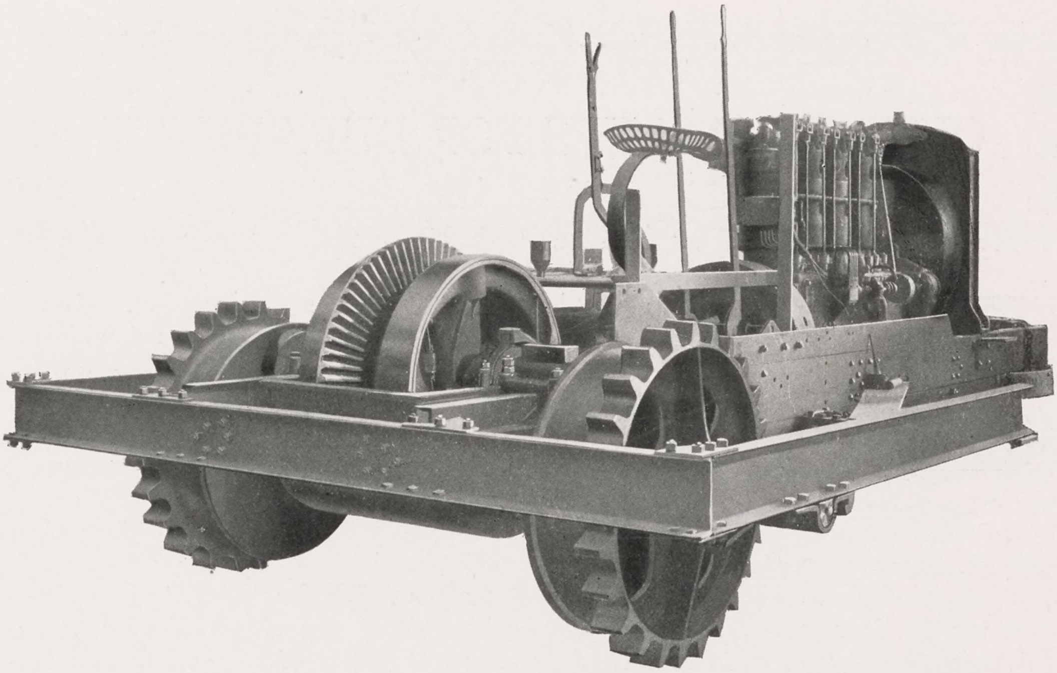
TRACK SHOES Standard with 24″ shoes, which are pressed high carbon steel and overlapping 30″ shoes furnished at extra cost.

DIMENSIONS center of track to center of track is 76″.

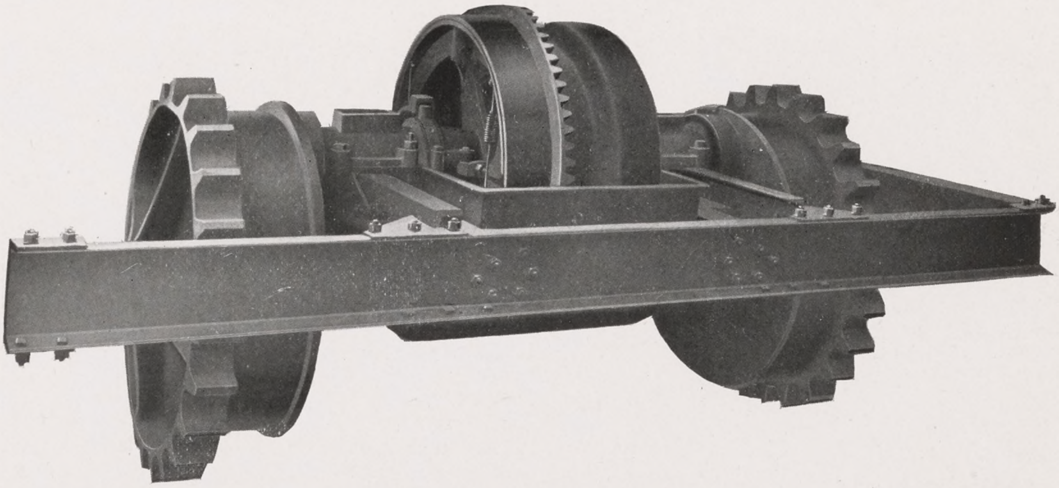
Width between tracks 46″.
Width over all of frame 120″.
Length over all of frame 23′ 2″.
Height over all of engine 10′.
Length over all of track 27′ 9″.
Height over all of track 4′ 6″.
Clearance under drawbar 15″.

WEIGHT Actual weight complete, 32,000 lbs.

Further specifications of the "Ninety" are the same as those of the "Seventy-five." See page 29.



Side friction drum of 90 H. P. Tracklayer. This type of construction permits short turning on soft soil. It is enclosed in dust-proof housing. The chrome steel bevel gears have six-inch faces and are fastened by one-inch bolts to friction drum—and are clamped and keyed to main four-inch shaft.



Showing rear drive construction, power plant and general assembly on the heavy torpedo design main frame of the "Ninety."

OVERSIZE MAKES FOR DURABILITY

SIZE of parts figure prominently in Tracklayer construction. Even steel parts if made too small are liable to breakage. To guard against this difficulty, all "Best" steel parts are generous in size.

The Tracklayer is heavier than any of its competitors by reason of these large parts. As we developed our ideas from year to year in the perfection of the Tracklayer, it has gradually become heavier, because we found oversize and weight a virtue.

In many cases Tracklayers do a full year's work without one cent of repair expense. Scores of "Best" owners have used their machines on an outlay for replacement of parts due to wear of from $20 to $25 a year. Several "Best" Tracklayers have run for four years with an average annual replacement of less than $100.

A simple and very effective way of proving this matter of oversize parts conclusively is to compare the specifications listed in this catalog with the same specifications listed in others. Compare the size of crank shafts, motor bearings, countershafts, gears, sprockets, track links, frame, radiator, rollers, fan belts, in fact, everything that you can find listed. You will be astonished at the difference which these cold, matter-of-fact figures disclose.

The Tracklayer is used extensively on sugar plantations and in tropical countries for clearing land. This scene is on the Havana Fruit Company's plantation in Cuba. This concern owns and operates six "Best" Tracklayers.

PARTIAL LIST OF "TRACKLAYER" OWNERS

Kercheval Bros., Sacramento, Cal.
Kern County Land Co., Bakersfield, Cal.
Kimmerer, P. S., Meridian, Cal.
Kitosoki, S., Buena Park, Cal.
Koboyasaki, G. K., Tracy, Cal.
Kuckuk, Fred, Brentwood, Cal.

Leffingwell Ranch Co., Leffingwell, Cal.
Leffingwell Ranch Co., Whittier, Cal.
Leonard, Jno., Santa Clara, Cal.
Libby, McNeill & Libby, Honolulu, T. H.
Linggi, A., Verona, Cal.
Llana Del Rio Co., Lancaster, Cal.
Lucas, Ralph, Clements, Cal.
Luther, Martin, Hollister, Cal.

Machado Bros., Sacramento, Cal.
Makee Sugar Co., Kealeo, Hawaii.
Malone Co., Napa, Cal.
Mayers, J. E. & M. M., Banta, Cal.
McAdams, W. J., Palmdale, Cal.
McCormick, Dan & Thomas, Byron, Cal.
McDermid & Hildebrand, Wasco, Cal.
McDowell, J. T., Dunnigan, Cal.
Meek Estate, H. A., San Lorenzo, Cal.
Mills, J. K., Turlock, Cal.
Mires, L. N., Hickman, Cal.
Mono Valley Improvement Co., Benton, Cal.
Montana Land Co., Hynes, Cal.
Montana Land Co., Los Alamitos, Cal.
Morrison, Fred L., Upper Lake, Cal.
Morse, C. C. Seed Co., San Juan, Cal.
Morse Bros., Sacramento, Cal.
Moulton, Herbert H., Princeton, Cal.

Nakata, J., Carbona, Cal.
National Development Co., Porterville, Cal.
Newark Realty Development Co., Newark, Cal.
Neal & Sons, W. A., Arcadia, Fla.
Neal & Sons, W. A., Atlanta, Ga.
Nicholson, E. H., Santa Maria, Cal.
Nicolaysen, Frank, Tracy, Cal.

Oehm, Henry T., Vernalis, Cal.
Oehs, L. H., Ritzville, Wash.
Owens, R. L., Van Nuys, Cal.

Panero, Jno., Delano, Cal.
Pate, H. W., Merced, Cal.
Patronak, F. F., Healdsburg, Cal.
Peck, T. C., Hood, Cal.
Pereira, John & Machado, Sacramento, Cal.
Petersen, W. P., Bethany, Cal.
Petty Bros., Davis, Cal.
Pierce, Geo. W., Davis, Cal.
Pieters Seed Co., Wheeler, Gilroy, Cal.
Platt, J. S., Stockton, Cal.
Prather, Samuel D., Danville, Cal.

Reed, C. H. & U. F. Kester, Sandon, Cal.
Rhodes Bros., Los Banos, Cal.
Rice Land & Produce Co., Delewan, Cal.
Riemann Bros., Germantown, Cal.
Riley, Forrest, Corcoran, Cal.
Rodgers Ranch, Lovelock, Nev.
Rohnert, Waldo, Hollister, Cal.
Rose, J. F., Decoto, Cal.
Runge Bros., Germantown, Cal.

Salmon, Alex, Tracy, Cal.
Salmon & Reynolds, Stockton, Cal.
Security Investment Co., Palermo, Cal.
Seiji, U., North Sacramento, Cal.
Seitakaisha, Taipo, Yokohama, Japan
Silva, Chas., Sacramento, Cal.
Smith, Fred, Davis, Cal.
Snyder, A. J., Merced, Cal.
Snyder Bros., Davis, Cal.
Stacey, W. H., Los Angeles, Cal.
Stanislaus Co., Modesto, Cal.
Stark, J. F., R. F. D. 5, Box 57, Stockton, Cal.
Stern & Co., J. S., San Francisco, Cal.
Stevenson Bros., Livingston, Cal.
Stickney, John L., Merced, Cal.
Sweet Water Fruit Co., Sacramento, Cal.
Swingle, G. K., Davis, Cal.

Tabata, Frank, Soledad, Cal.
Taecher, A. T., Brawley, Cal.
Tallant, D. J., Escalon, Cal.
Tetzalaff, Mrs. K. & G. M., Merced, Cal.
Toomey, D. J., Visalia, Cal.
Traver & Co., San Luis Obispo, Cal.
Tulley, J. S., Modesto, Cal.
Turri, B., San Luis Obispo, Cal.
Tuttle, B. B., Davis, Cal.
Tychsen, A. P., Merced, Cal.

Ulrich, L., Woodland, Cal.
Union Sugar Co., Betteravia, Cal.
United States Farm Lands Co., Sacramento, Cal.
United States Stores Co., Laredo, Tex.
Utah State Road Commission, Knolls, Utah.

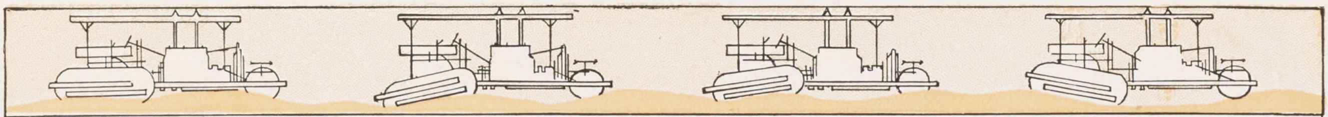
Van Dusen, Miss Emma, Fresno, Cal.
Van Matre, H. W., Zelzah, Cal.
Vincent, H. H., Clyde, Wash.

Weise, R. W., Davis, Cal.
Wells, W. G., Arcadia, Cal.
Western Farquhar Co., Portland, Ore.
Wheeler, E. H., St. Helena, Cal.
White, Lincoln, 1730 M St., Sacramento, Cal.
Whitehall Estate, Stockton, Cal.
Whitehall Estate, Tracy, Cal.
Whitehouse, J. T., Madera, Cal.
Whitman, Geo., Concord, Cal.
Wilbur, A. W., Stockton, Cal.
Wookey, A. J., Chico, Cal.
Wright & Son, Davis, Cal.
Wright, J. F. & M. S., Madera, Cal.
Wright Co., John T., San Francisco, Cal.

Yamanoto, K., Vorden, Cal.
Yocum, W. A., Durham, Cal.

Zanetti, S., Guadalupe, Cal.
Zimmerman, A., Ducor, Cal.

Write to any of them—they speak from experience

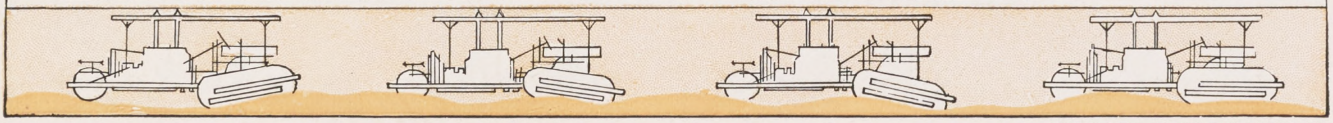


TRACKLAYER CREED

WE BELIEVE that a tractor should embody every quality that proves a profitable investment; should stand the most severe test of service, through a long period of time at minimum cost and maximum efficiency.

WE BELIEVE further, these are insured through the employment of high grade materials, by the most skilled workmanship and perfect design.

Finally costing more to build and more to buy, but less to own. Built in the "Best" shops on experience and progression—backed by the "Best" reputation.



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